

# Community Development Department

## MEMORANDUM

**Date:** June 23, 2014

**To:** Reno Planning Commission

**From:** Nathan Gilbert, AICP, Associate Planner

**Subject:** LDC14-00023 (West Meadows Estates)

### Continuance:

The Planning Commission continued this case at the May 7, 2014 public hearing in order to allow the applicant additional time to address those concerns discussed by the Commission. The applicant was provided meeting minutes (**Attachment 1 – pages 1-7**) and encouraged to further address key issues including concerns regarding the readiness and service availability of fire and schools; wildlife mitigation issues; and any other relevant issues brought up at the hearing. Accordingly, the applicant has provided the attached written response and supplemental material (**Attachment 2 – pages 8-17**).

### Handbook Modifications:

The applicant has also proposed further modifications to the PUD that include: a 20% reduction in the number of allowed single family units from 493 to 394; and a reduction in the maximum Floor Area Ratio in the Expanded Commercial area from .10 to .082. With these modifications, the application no longer reaches the thresholds for a Project of Regional Significance.

If the Planning Commission recommends incorporating these changes, they should be in addition to those outlined in the May 6 and 7, 2014 staff memos. For clarity, the draft PUD is provided (without appendices) with these revisions (**Attachment 3 – pages 18-45**). Changes suggested through memorandum are in red text. The residential density reduction and changes to school language presented by the applicant during the continuance are illustrated in blue text. It should be noted that staff did not request the proposed reduction in density, but can support the modification as submitted.

### School District Concerns:

The Washoe County School District (WCSD) has provided staff with a revised analysis of forecasted school impacts that vary substantially from the initial projections provided for the May 7, 2014 hearing. This letter (**Attachment 4 – pages 46-49**) indicates that within 10 years Verdi Elementary School would likely be 101% of base capacity, Billingshurst Middle School would be 105% of base capacity, and McQueen High School

would be at 135% of base capacity should the development be approved. Previous WCSD forecasts only identified capacity issues at Verdi Elementary School, which the applicant offered mitigation through onsite classroom construction.

The revised forecast transfers possible capacity issues from Verdi Elementary School to the Northwest Reno secondary schools. To date, the applicant has not proposed any modifications to the Handbook addressing potential school facility impacts at the middle and high schools that may result with approval of this entitlement. Given the revised school capacity projections, the Planning Commission may wish to reconsider the applicable findings in their recommendation.

Washoe County Community Development Department:

The Planning Commission had raised concern regarding Washoe County Community Development Department comments regarding the commercial component. County comments in opposition to the commercial designations presented in the original staff report did not reflect the modifications proposed through the May 7, 2014 memo. As noted in the April 21, 2014 correspondence (**Attachment 5 – page 50**), County staff stated that “Washoe County can support the NC zoning if scaled back as suggested below.”

City of Reno Fire Department:

In response to Commissioners questions, Reno Fire Chief Mike Hernandez has provided a letter reiterating the Department’s position that the project can be adequately served within acceptable response times. The letter highlights a recent test run responding to the site within 6 minutes and 35 seconds (**Attachment 6**).

Original Staff Report and Related Memos:

For your reference, the original staff report and related memos are included as **Attachment 7 (pages 51-281)**.



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*It was moved by Commissioner Woosley, seconded by Commissioner Olivas, to approve the amendment request for LDC13-00063 (Somerset 5B Condition Amendment) for Condition No. 1 of Case LDC04-00464 (Tentative Map for Somerset 5B) based upon compliance with the applicable findings. Commissioner Woosley stated he could make all of the findings. Commissioner Olivas stated he could make all of the findings. The motion carried by a vote of 7-0.*

3. LDC14-00023 (West Meadows Estates) - This is a request for a: 1) Master Plan amendment to change the Master Plan land use designation from Single Family Residential on ±104.5 acres, Unincorporated Transition on ±15.5 acres and Open Space on ±79 acres to Special Planning Area on ±199.1 acres; and 2) zoning map amendment to change the zoning from LLR1 (Large Lot Residential – 1 acre) on ±78.1 acres, UT40 (Unincorporated Transition – 40 acres) on ±79 acres, SF15 (Single Family Residential – 15,000 Square Feet) on ±26.4 acres and Open Space on ±15.5 acres to PUD (Planned Unit Development) to allow development of ±98.6 acres of single family uses with up to 493 single family residential units with a gross density of ±5 units per acre, ±10 acres of commercial uses with a maximum gross floor area of 100,000 square feet and ±90.5 acres of open space uses. This is a Project of Regional Significance as the proposed uses will generate more than 187,500 gallons of sewage per day (±518,000 gallons per day) and more than 6,250 average daily trips (±9,079 average daily trips). The subject area includes five parcels located north of US Highway 40 totaling ±199.1 acres in an area spanning ±1,500 feet west and ±3,500 feet east of the intersection of Summerset Drive and US Highway 40. njg [Ward 5] **(For Possible Action)**

John Krmpotic, KLS Planning, presented the request. He stated staff agreed to the change to four acres of neighborhood commercial and six acres of restricted. In concept, the PUD allows for 45% of the site for open space with single family zoning and ten acres for commercial. Access points will be for each of the single family nodes and the commercial.

Nathan Gilbert, Associate Planner, stated, with the modifications addressed in the memo dated May 6<sup>th</sup>, staff can make all of the applicable findings, specifically with the reduction in commercial area to four acres. The remaining six acres would be limited to very low intensity uses. The language in the memo was reviewed and approved by the City Engineer. Staff recommends the Planning Commission forward a recommendation of approval to the City Council with the modification outline in both memos. In addition, staff members from Reno Fire, Reno Parks Department, and Washoe County School District are in attendance to answer questions regarding the request.

Commissioners Reno, Woosley, Olivas, Stapleton, Weiske, Taylor, and Chairperson Coffman disclosed they received emails and visited the site.

At this time, Chairperson Coffman opened discussion to public comment.

Richard Skinner, Verdi resident, commented this development does not fit the character of the neighborhood and that, if approved, he would be moving.

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Mickey Skinner, Verdi resident, commented she was not in favor of the development because it would destroy the character of the area and create more blight.

Gideon Caplovitz, Verdi homeowner, stated he was in strong opposition against this development because it poses an existential threat to the culture of Verdi. He commented the development would double the size of the community. He commented on the effects the development would have with regards to zoning.

Bill Thomason, Somerset homeowner, stated he has lived in the area since 1991. He commented his concern regarded a further reduction in the already minimal services being offered.

Tamara Baron, Verdi resident, expressed concern regarding an increase in recreation traffic and a decrease in services. She stated the development may serve the purpose of some people, but not all of the people in the community.

Sally Brinkerhoff, Verdi resident, stated she agreed with concerns that have been expressed.

Carly Borchard, Verdi resident, commented she agreed with concerns expressed and stated there will be a need for an increase in city services.

The following individuals were in opposition to the development, but did not wish to speak:

Ruth Thomason

Kyle Killebrew

Greennadis Curorly

Seeing and hearing no further public comment requests, Chairperson Coffman closed public comment.

In response to Commissioner Reno's question, Nathan Gilbert, Associate Planner, reviewed density in the area.

Commissioner Reno asked how many units could be developed on 15,000 square feet.

John Krmpotic explained the property owner would like the flexibility to develop different parcel sizes.

Commissioner Reno asked if the Verdi interceptor reaches the development.

John Krmpotic replied yes. Currently, the interceptor is empty and needs more sludge to work better.

Commissioner Reno asked how water is being provided.

John Krmpotic stated the water will be extended from the roundabout about a mile down the road and will be provided through TMWA. He noted a fire truck will be exclusively dedicated for service to

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the Verdi area at a certain threshold. The property owner has also agreed to and offered to a condition to build a modular classroom at Verdi Elementary School.

Commissioner Woosley requested to know the impact to Verdi Elementary School.

Mike Boster, Washoe County School District, stated, based upon build out of 493 units, Verdi Elementary School would have ninety new students; Billingshurst Middle School would have thirty-three new students; and, McQueen High School would have forty-nine new students.

Commissioner Woosley asked if Verdi Elementary School would be able to handle this impact.

Mike Boster, Washoe County School District, replied currently no. He reiterated the developer offered to construct a modular facility at Verdi Elementary to accommodate the additional students. The school may be full at 150-unit build out or sooner depending on the demographics of the development.

Commissioner Woosley asked how long the offer of building a modular facility at the school was good for.

John Krmpotic replied the offer is in perpetuity. It is in the PUD.

Commissioner Stapleton questioned if one classroom would be able to accommodate the projected number of additional students.

Commissioner Taylor commented that additional teachers will be needed with the modular classroom. She asked if the developer was going to help with those additional costs.

Mike Boster, Washoe County School District, replied not to-date.

Commissioner Stapleton commented firefighters in the City of Reno are being laid off. She asked what station would house the new fire truck and about the response time.

Jeff Donahue, Reno Fire Marshal, stated the fire truck would be housed at Station 11 and the response time would be from six to eight minutes.

Commissioner Stapleton asked if more staff would be hired for this station.

Jeff Donahue, Reno Fire Marshal, replied the station is manned every day. He explained the new fire truck would be dedicated for this development and currently there is enough staff to man the truck.

Commissioner Weiske noted, on page 5, first paragraph of the staff report county staff opposed the ten-acre commercial component because it is perceived as detrimental to the county. He asked what was meant by “detrimental to the county”.

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John Krmpotic stated he was not sure, but his understanding was that there was not enough market area to serve two competing “big boxes”. The developer was planning walkability for neighborhood commercial.

Nathan Gilbert, Associate Planner, stated city and county staff coordinated on the neighborhood commercial portion and that supporting documents were provided to Commissioners in their packets, but they were unable to modify the commercial component with the applicant prior to report publication. Staff had proposed an economic impact study be completed or to modify the proposal to allow only four acres of neighborhood commercial with the remainder limited to very restrictive low-intensity uses, which county staff supported.

Commissioner Weiske commented there was discussion in the staff report from the Nevada Department of Wildlife and the residents regarding the deer habitat. He requested to know what is being proposed and what is acceptable with NDOW regarding this issue.

Nathan Gilbert, Associate Planner, stated a wildlife mitigation plan would be required to alleviate human wildlife issues, improve habitats specific to the deer herd, and for the plan to be developed in cooperation with the Nevada Department of Wildlife and the United States Fish and Wildlife Service in addition to a noxious and evasive species plan prior to any tentative map approval.

Commissioner Weiske asked for clarification that the plan would not change neighborhoods, but may help to enhance the feeding habitat available.

Nathan Gilbert, Associate Planner, stated that is the hope and also to deter the deer and traffic interface on Highway 40.

Commissioner Weiske asked if the sewer service interceptor put in place was specifically for this development or designed for a smaller use.

John Krmpotic stated he would have to review the PUD, but the interceptor was brought in years ago to serve a much broader area.

Bill Gall, Senior Civil Engineer, stated the interceptor was brought in for all developments based on future projections at the time it was installed. At this time, there is very little flow in the interceptor and maintenance issues resulting from the low flows.

Commissioner Weiske asked if the increase in the number of units originally planned would prevent another developer from tying into the system when they had the right to do so.

Bill Gall, Senior Civil Engineer, replied no. It is staff's responsibility to approve developments that can be maintained by the interceptor.

Commissioner Taylor requested to know what the developer can do with the property at this time.

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Nathan Gilbert, Associate Planner, stated current zoning is SF-15 and LLR-1. The zoning was assigned when the development was annexed to the city and a 159 unit subdivision was approved through a cluster development special use permit.

Commissioner Stapleton noted the staff report lists the fire response time as 8-9 minutes, but Reno Fire Marshal Donahue stated it was 6-8 minutes. She asked which response time was correct. She also requested more information regarding how the fire truck would be manned if other stations would not be closed.

Jeff Donahue, Reno Fire Marshal, stated Station 11 is not designated for brown-outs or staff reductions. A couple of routes were taken when determining response times and 6-8 minutes was the average time when the Fire Chief drove the route. The 8-9 minutes listed in the staff report was a conservative estimate. With current layoffs, there is a proposal to add one additional station to the current brown out process, but Station 11 is staffed on a daily basis. He explained an additional 500 homes would not have that great of an impact to current services.

Commissioner Stapleton asked why a fire truck was requested.

Jeff Donahue, Reno Fire Marshal, stated it was to dedicate fire equipment apparatus to this area and the Boomtown area. The relocation of apparatus does not require a relocation of staff.

Commissioner Weiske noted, on page 14, Finding B of the staff report states natural and scenic resources would not be impacted from unreasonable impairment. He stated, from his site visit, there appeared to be drainage ways. He asked if those were drainage ways and if they would be impacted.

John Krmpotic stated they will not. They have complete 100% avoidance of the drainage ways. In response to Commissioner Olivas' question, John Krmpotic review access points to surrounding areas.

Nathan Gilbert, Associate Planner, stated that access to the Mortensen-Garson Plan, Phase 1 development is already dedicated through the site area and that only emergency access is allowed from the Sommerset PUD.

Commissioner Reno requested information regarding concerns about the I-80 interchange and traffic.

John Krmpotic stated the traffic report showed Level Service C, which is more than acceptable by all regional road standards, but it was reduced because of the Floor Area Ratio (FAR).

In response to Commissioner Stapleton's question, Bill Gall, Senior Civil Engineer, explained the differences between Level Service A thru D, which is acceptable for all regional road standards.

Chairperson Coffman asked if the project triggered a traffic study.

Bill Gall, Senior Civil Engineer, stated a study will need to be done for each segment that connects to US 40.

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Commissioner Weiske asked how the current quality of air will be preserved if the level of service is going to be decreased by 40%.

Bill Gall, Senior Civil Engineer, stated the level of service will be dropped from a B to a C at future build out in future conditions. The level of service will not be dropped to a D. Air quality will be preserved if the intersection designs are kept up and the level of service is consistent.

Commissioner Reno stated the project has the potential for increased development, but the applicant has done a lot to mitigate the impact and create a lot of open space within the parcel; therefore, he was in agreement with the request.

***It was moved by Commissioner Reno, seconded by Commissioner Olivas, to request adoption of the amendment to the Master Plan for LDC14-00023 (West Meadows Estates) based upon compliance with application consideration by resolution subject to conformance review by the Regional Planning Agency. Commissioner Reno stated he could make all of the findings.***

Commissioner Stapleton stated she could not support the motion because she could not make all of the findings. She also had concerns with: 1) regard to the readiness and service availability of fire and school; 2) Washoe County's concern that the neighborhood commercial being proposed would detract from the old downtown area; 3) the letters received from NDOW; 4) the lack of information regarding the mitigation plan for deer; and, 5) the architectural concerns and concerns regarding the park being proposed that had not been presented. She stated, for the Master Plan amendment, she could not make NRS Findings 2, 4, 5, 6 and 7. For the zoning map amendment, Commissioner Stapleton stated she could not make Findings B, H, or M.

Commissioner Taylor stated she was in agreement with Commissioner Stapleton's comments. She could not make any of the findings.

Commissioner Weiske stated he was in support of Commissioner Stapleton and Commissioner Taylor's lack of findings. He could not make Findings 2 and 6.

***Commissioner Reno withdrew his motion due to the lack of support.***

Commissioner Reno stated he withdrew his motion because there are some concerns that have been brought up with NDOW. In his opinion, the issues with fire were addressed sufficiently, but he still had some concerns.

***Commissioner Olivas withdrew his second to the motion.***

Commissioner Olivas stated in his opinion, the issues regarding service were adequately addressed, but there were other concerns with county and NDOW.

Commissioner Reno added the project may get approved if some of these concerns were better addressed, especially regarding fire services.

John Krmpotic questioned what more could be done by the Fire Department to mitigate concerns.

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Commissioner Reno stated he understood about moving apparatus, but he had concerns about fire protection and future build out of the area.

Commissioner Weiske stated he could not make Finding 2 because there are conflicting reports between city and county staff regarding the expansion and that more information should be presented.

Commissioner Woosley stated there is concern regarding the expansion and the wildlife habitat. He could make some of the findings, but not all of the findings; therefore, he would not be supporting this project at this time.

John Krmpotic requested a continuance to address Commissioner concerns.

Commissioner Weiske suggested this item be continued to the June 4, 2014 meeting.

*It was moved by Commissioner Weiske to continue item LDC14-00023 (West Meadows Estates) to the June 4, 2014 meeting.*

Fred Turnier, Community Development Director, questioned if June 4 would allow sufficient time for staff to work with the applicant regarding these issues.

Nathan Gilbert, Associate Planner, requested this item be continued to the July meeting.

Commissioner Stapleton stated for the record she is very concerned about the fire response time, school situation, and park situation and in her opinion, there is anything the applicant can do to fix those services in the region. She suggested a denial of this project rather than a continuation.

*Commissioner Weiske amended his motion to continue item LDC14-00023 (West Meadows Estates) to the July 9, 2014 meeting. Commissioner Reno seconded the motion.*

Commissioner Reno stated in his opinion some of these concerns can be worked out.

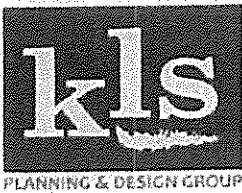
*The motion carried by a vote of 5-2; Commissioner Stapleton and Commissioner Taylor were in opposition.*

At this time, Chairperson Coffman called for a 5-minute break.

4. LDC14-00026 (Bistro Habanero) - This is a request for a special use permit to allow:  
1) a restaurant with alcohol service in the NC (Neighborhood Commercial) zone; and  
2) the use to be located adjacent to residentially zoned property. The proposed use comprises ±2,180 square feet of an existing ±4,300 square foot building, located on the northwest corner of the South Rock Boulevard/South McCarran Boulevard intersection (1196 South Rock Blvd) in the NC zone. The site has a Master Plan land use designation of Mixed Residential. vak [Ward 3] **(For Possible Action)**

David Arevalo, owner, stated he applied for a special use permit to serve beer and wine.

1000.18



June 11, 2014

Nathan Gilbert, AICP  
Associate Planner  
City of Reno  
1 East 1<sup>st</sup> Street  
Reno, NV 89501

**Re: West Meadows Estates PUD – response to Planning Commission Continuance  
(Supplemental package)**

Dear Nathan:

Following is a response to a comments, questions, and concerns from several sources which include; Commissioner comments from the PC hearing on May 9, the minutes of the PC hearing, your feedback, and citizen testimony. The issues addressed in this letter are:

**PUD Density.** I've seen lots of confusion in our community meetings in Verdi about density versus lot size. The Maximum density proposed was 5 du per acre on the useable single family area, about ½ of the site with the remainder as open space and the small commercial area. Lot size is for product type and pricing of homes, and not driving density. The developer expects to have several product types in the project and variation of pricing to hit different market segments. It's really a business decision not to be confused with density.

We have proposed a major concession at this point to reduce the residential density to 4 du per acre. So the maximum number of lots is 394 now. 4 du per acre is less dense than SF-9 density in Reno zoning. We decided to reduce the lots because of the community feedback. Lot size minimum will remain at 4,000 square feet and maximum density is 4 du per acre. Gross density is now about 2 du per acre. So, this is a basic clustering type of project but done upfront in the PUD.

**Fire Services** for the Verdi area.. There was some lack of clarity about fire response times. We understand that RFD Chief Hernandez will attend the next planning commission hearing and be prepared to discuss this topic.

**Traffic** - (see attached letter from KKrater Consulting). The good news is that there is a single letter drop in LOS from B to C at buildout of the project including buildout of the area in the 20 year plan. This is because of the less intense project being proposed in the fewer lots and less commercial space.



**Sewer Interceptor Capacity** - (see attached diagram). The diagram shows the increase in sewer of about 1% for 493 units from a baseline estimate of 300 units, or a 2% increase from the original number of lots approved. The miniscule impact is because the line is quite large and the proposed number of units is small compared to the amount of capacity it has.

**SHPO/Cultural Resources** - See attached letter from Archaeologist at GC Environmental.

**Project of Regional Significance (PRS) Thresholds** - (see attached analysis). The important point now is that we are under the PRS thresholds. We reduced the amount of commercial coverage allowed for the expanded commercial area to a max FAR of 8.2% because it is very close to being under the PRS triggers. We simply adjusted it to bring it under the PRS trigger.

**School Impacts** - (June 4 letter was addressed to you from WCSD). Also, I have revised the PUD language to add a 2<sup>nd</sup> classroom at Verdi ES if warranted prior to build out of the project.

**Wildlife Mitigation/Deer Migration.** We have Open Space that totals 90.5 acres as proposed with two Open Space corridors along the drianageways that did not exist on the prior approval. And, we have increased the width of other Open Space corridors. The current zoning was suitable for deer migration and our proposal is an improvement. We will provide the study for this as the approach in the PUD is thorough and responsible. I am in contact with our Wildlife Biologist and NDOW and will provide any extra information no later than Wed June 11, 2014.

There were some topics mentioned in the hearing that are better addressed in a discussion format. Those were items like architecture, compatibility, site and project amenities, mitigations & concessions which are not deliverables. I look forward to discussing these at the next hearing.

Please review and let me know if you need more information.

Thank you,



John F. Krmpotic, AICP  
President  
KLS Planning & Design

# KKRATER CONSULTING

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June 9, 2014

Nathan Gilbert  
City of Reno  
P.O. Box 1900  
Reno NV 89505

Dear Nathan:

**Subject: West Meadows Estates in Verdi - Addendum to Traffic Study**

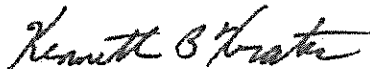
I was asked by my client, the developer of the subject property, to consider the impacts of a change in land use that would cap the number of residential units to 393 single family homes with a mix of 35,000 square feet of retail/commercial and 21,150 square feet of low volume commercial that could include the following potential uses:

- Wedding chapel
- Building & landscape material yard
- Plant nursery/garden supply
- Commercial amusement/recreation (outside)

I re-calculated the project trip generation and found that the proposed changes drop the number of average daily trips to 6,219. The trip generation threshold for a project of regional significance is 6,250 ADT so under the above scenario, the project would not be considered a project of regional significance.

The change in land use would not affect the projected level of service on US Highway 40 in the year 2033 (project buildout), which would remain at a Level of Service "C". The adopted level of service threshold for US Highway 40 is LOS "D" so the highway would continue to operate at better than adopted levels of service. Please do not hesitate to call me at (775) 815-9561 if you have any questions. I greatly appreciate your attention to this issue.

Sincerely,



Kenneth Krater, P.E.  
President

Attachments: Revised Project Trip Generation

cc: John Krmpotic  
Rob Fitzgerald

Commercial - 35,000 sq. ft.  
Low Volume Commercial - 21,150 sq. ft.

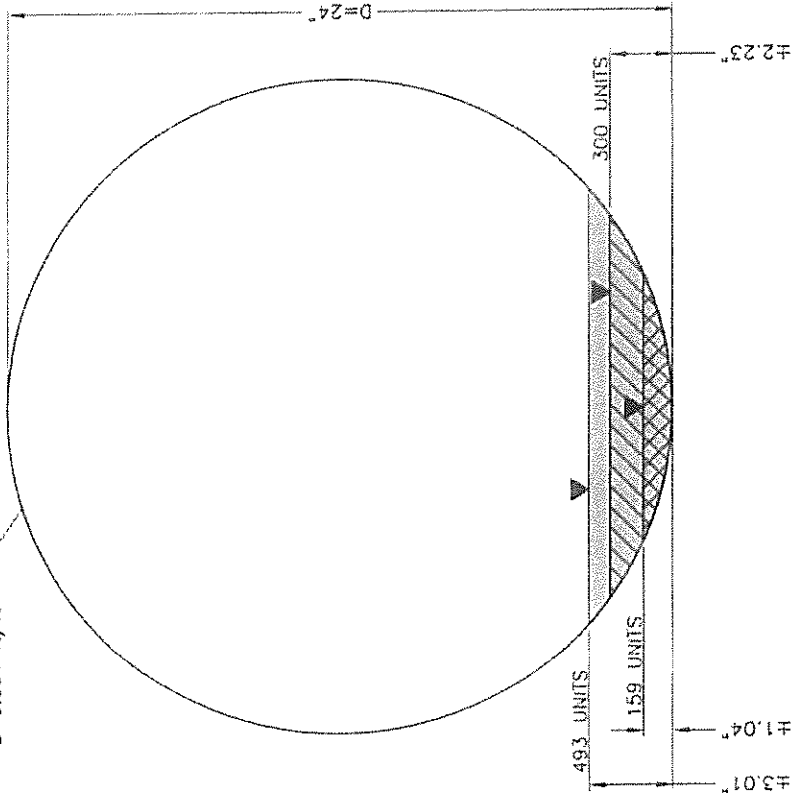
**Trip Generation - Revised May 2014**

WEST MEADOWS ESTATES													
Quantity Type				ADT		AM Peak				PM Peak			
				Rate	Volume	Rate	Volume	Enter	Exit	Rate	Volume	Enter	Exit
1.	ITE Land Use Code 820 for Retail	35,000 (000's)	Sq. Ft.	42.94	1,503	1.03	36	22	14	3.75	131	63	68
								61%	39%			48%	52%
1.	ITE Land Use Code 812 for Building Materials Store	21,150 (000's)	Sq. Ft.	45.16	955	2.60	55	37	18	4.49	95	45	50
								67%	33%			47%	53%
2.	Single Family Residential	393	Homes	9.57	3,761	0.75	295	74	221	1.01	397	250	147
								25%	75%			63%	37%
Total Driveway Trips					6,219		386	133	253		623	358	265
Pass By Reduction Factor for Commercial {Ln(T) = -1.29 X Ln(T) + 5.00} {T = 000's of sq. ft. of commercial}											-120	-57	-63
Total New Trips											503	301	203

PROJECT TRIP GENERATION  
(Revised 06/06/14)

UNITS (#)	ESTIMATED FLOW (CFS)	ESTIMATED DEPTH (INCHES)	ESTIMATED DEPTH d/D (%)
493	0.801	±1.04	4.33
300	0.487	±3.01	12.54
159	0.258	±2.23	9.29

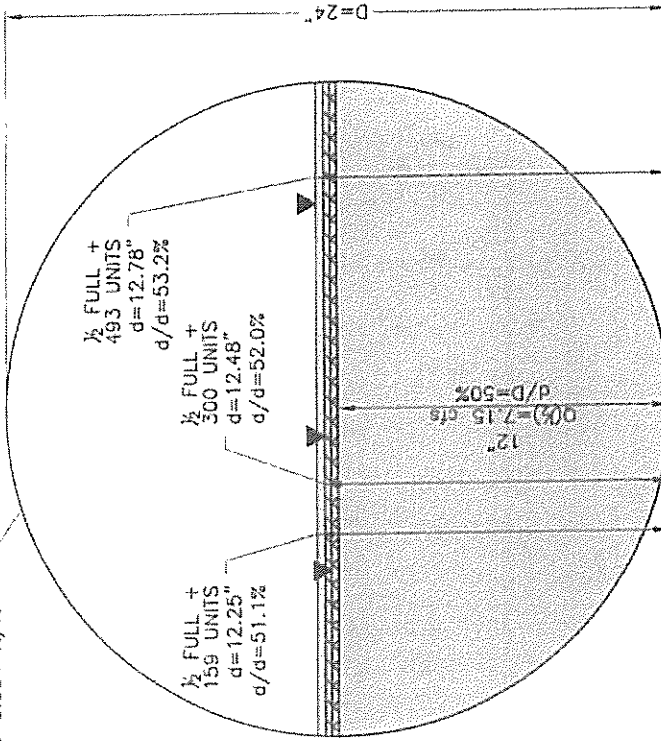
24" PVC SANITARY  
SEWER MAIN @  
S=0.004 ft/ft



UNITS (#)	ESTIMATED FLOW (CFS)	ESTIMATED DEPTH (INCHES)	ESTIMATED DEPTH d/D (%)
493	0.801	±12.78*	53.2*
300	0.487	±12.48*	52.0*
159	0.258	±12.25*	51.1*

\*=ASSUMES PIPE IS 1/2 FULL FROM EXISTING DEMANDS

24" PVC SANITARY  
SEWER MAIN @  
S=0.004 ft/ft



#### ASSUMPTIONS

1. 24" PVC PIPE
2. MANNINGS n VALUE=0.013
3. SLOPE =0.4%
4. 1,050-GPD/ UNIT (0.0016249 CFS/ UNIT)



June 5, 2014

Nathan Gilbert  
City of Reno  
1 East 1<sup>st</sup> Street  
Reno, NV 89501

RE: West Meadows PUD located in Verdi, Nevada

Dear Mr Gilbert,

GC Environmental (GCE) Archaeologists will provide all necessary cultural resource studies to satisfy compliance under Section 106 (36 CFR 800). We reviewed the draft PUD by KLS Planning and Design Group that includes the following section on Cultural Resources:

In the 1980's, The Nevada State Department of Cultural Affairs has identified five archeological sites within the project area. There is reference in the Conservation Plan of the Reno Master Plan to encourage the City to ensure the "documentation, preservation and management of historic resources." A preliminary cultural resource study and a State Historic Preservation Office (SHPO) letter shall be submitted to staff indicating that an inventory has been completed and that all other agency requirements have been met prior to any further development of the site.

All cultural resource studies will be performed by a Principal Investigator that meet the Secretary of the Interior Standards, under the BLM cultural use permit #N-92782. We are confident that the process established in the PUD paragraph is appropriate. We typically commission a study after there is a zone change when a development plan being proposed.

Results from any cultural resource studies conducted under the stipulations of State Historic Preservation Office (SHPO) protocols shall be reported to the lead agency that all required cultural resource management studies have been conducted and that compliance of all agency requirements under Section 106 have been met prior to further development of the site.

If we can be of further assistance please contact me at (775) 234-4014 or [psanchez@gc-environmental.com](mailto:psanchez@gc-environmental.com).

Respectfully,  
GC ENVIRONMENTAL, INC.

Paul Sanchez, M.A.  
Senior Principal Investigator

130 Vine Street, Reno, Nevada 89503 | T: (775) 410-1189, F: (775) 329-6469 | [www.GC-Environmental.com](http://www.GC-Environmental.com)

## **West Meadows PUD**

### **Project of Regional Significance Analysis**

West Meadows requires a change in zoning and amendment to a master plan and thus requires analysis of the PRS thresholds:

- (a) Employment by not less than 938 employees;  
There are about 60 employees estimated for the commercial area at buildout.
- (b) Housing by not less than 625 units;  
A maximum of 394 residential units are proposed
- (c) Hotel accommodations by not less than 625 rooms;  
A potential of 50 Hotels rooms in the commercial area
- (d) Sewage by not less than 187,500 gallons per day;  
Maximum sewer generation is 150,000 Gallons per day
- (e) Water usage by not less than 625 acre feet per year; or  
There is xxx AFY of water usage calculated for the project
- (f) Traffic by not less than an average of 6,250 trips daily  
Trip generation is calculated at 6,219 ADT
- (g) Student population (K-12) by not less than 325 students.  
Student population estimated by WCSD is 202 students

The project is:

- (a) An electric substation; No
  - (b) A transmission line that carries 60 kilovolts or more; No
  - (c) A facility that generates electricity greater than 5 megawatts; No
  - (d) Natural gas storage and peak shaving facilities; No
  - (e) Gas regulator stations and mains that operate over 100 pounds per square inch; No
3. The project is a geothermal wellfield gathering system and power generation facility or a mining operation on any land within 20 miles of the Truckee Meadows Service Areas. Non-metallic materials such as sand, gravel and aggregate pits for construction projects within the Truckee Meadows are specifically excluded from this guideline.

**None**

4. The project is located within the 100-year flood zone and; (1) will alter the stream channel or banks of a portion of the Truckee River or any of its tributaries as identified on Figure 2-1 "Surface Waters Tributary to Truckee River" of the 2004 – 2025 Regional Water Management Plan or; (2) will alter any wetlands delineated through the Section 404 permit process.

**None**

5. The project is a new or significantly expanded landfill or other land disposal facility subject to regulation under Section 090 of the Washoe County District Board of Health regulations governing solid waste management; or any facility involved with the treatment and/or permanent disposal of hazardous or infectious wastes.

**None**

6. The project will result in the loss or significant degradation of a designated paleontological site as identified in the adopted local government master plans, if such sites have been designated.

**None**

**Conclusion: West Meadows Estates IS NOT a Project of Regional Significance.**

## John Krmpotic

---

**From:** Boster, Mike [MBoster@washoeschools.net]  
**Sent:** Monday, June 09, 2014 2:07 PM  
**To:** John Krmpotic; gilbertn@reno.gov; 'hansonc@reno.gov' (hansonc@reno.gov)  
**Cc:** Cobb, Chris; Etchart, Pete; Baxley, Randy; Anderson, Lindsay; Stanton, Mark  
**Subject:** RE: Revised West Meadows Estates Review

John,

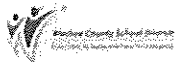
This is a tough spot. The University's newest residential subdivision report issued last week has us looking at 8500+ new homes over the next five years throughout the region, which represents an increase of 1800 additional homes since their last report three months ago. West Meadows alone pushes Verdi ES and Bilighurst MS to near full capacity, and McQueen HS goes to 127% capacity. As we discussed last week, another portable or two at McQueen just isn't workable due to the design of the school. The seven existing portables house 350 students that overload the lunchroom, auditorium and gymnasium already.

We also talked about bussing overcapacity West Meadows students to Reno HS, which the Board of Trustees would have to agree to provide another bus and driver for that route. That would also involve a rezoning process that takes into account new proposals that are back in the queue, the primary example being the Ballardini Ranch, half of which is zoned for Reno HS.

As discussed in the review memo, WCSD's student needs are changing rapidly, our enrollment is increasing and we have no funding source for capital improvements. Several others are copied here for their input as well, but at this point it is difficult to provide a succinct answer to the question of how to handle additional students.

Mike

**Michael S. Boster**  
School Planner  
Washoe County School District Capital Projects  
14101 Old Virginia Road  
Reno NV 89521  
775.789.3810



---

**From:** John Krmpotic [mailto:johnk@klsdesigngroup.com]  
**Sent:** 09 June 2014 13:22  
**To:** Boster, Mike; gilbertn@reno.gov  
**Subject:** RE: Revised West Meadows Estates Review

Mike, my supplement is due today for Nate. When we spoke last week, I understood you would get me proposed language for the PUD asap. I will leave the Verdi language in the PUD. do you have new PUD language?

Thanks

---

**From:** Boster, Mike [mailto:MBoster@washoeschools.net]  
**Sent:** Wednesday, June 04, 2014 10:52 AM  
**To:** gilbertn@reno.gov  
**Cc:** Etchart, Pete; Anderson, Lindsay; Cobb, Chris; Gabica, Joe; Baxley, Randy; John Krmpotic; Stanton, Mark  
**Subject:** Revised West Meadows Estates Review  
**Importance:** High





BRIAN SANDOVAL  
*Governor*

STATE OF NEVADA  
**DEPARTMENT OF WILDLIFE**

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TONY WASLEY  
*Director*

RICHARD L. HASKINS, II  
*Deputy Director*

PATRICK O. CATES  
*Deputy Director*

June 11, 2014

Nathan Gilbert  
Community Development Department  
Development and Businesses Services Center  
One East First Street  
Reno, NV 89505

Subject: West Meadows Estates

Dear Mr. Gilbert:

The Nevada Department of Wildlife (NDOW) appreciates the support and opportunity to be involved in a Wildlife Mitigation Plan (WMP) for the West Meadow Estates Project. We are committed to reviewing, providing feedback, and helping guide the WMP process. We look forward to working cooperatively with the City of Reno, project proponent, and project consultants on a WMP to enhance habitat values surrounding Reno.

NDOW is not requesting any additional wildlife studies at this time. Please let us know if you have any questions, concerns, or need additional information.

Thank you,

A handwritten signature in black ink, appearing to read "Mark Freese".

Mark Freese  
Supervisory Habitat Biologist

# WEST MEADOWS

## Planned Unit Development Handbook

PREPARED FOR:  
CITY OF RENO  
1 EAST FIRST STREET  
RENO, NV 89505

Draft revised on 6-11-14 ~~4-28-14~~

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Appendix A - Council Decision, Certification and Zoning Ordinance

Appendix B - Legal Description

Appendix C - JBR Environmental Policy Letter (dated January 7, 2014)

Appendix D - JBR Biological Assessment (dated January 3, 2014)

Appendix E - Traffic Study by Krater Consulting (dated October 2013)



### **1. Project Description**

#### **a. Introduction**

The West Meadows PUD includes 5 parcels and 199.1± acres. The project site is located on Old Highway 40 in Verdi, and is roughly 1.35 miles from the westbound off-ramp of the I-80/East Verdi interchange. It is bordered by the Truckee River to the west, the entire south boundary is along Highway 40, and to the north & east is the approved Mortensen-Garson PUD. (See Figure 1, Vicinity Map).

Current access to the site is available from Highway 40 which will be the sole access to the property at several locations. Property to the north and east is owned by private parties. Property to the south directly across the highway is the River Oak Subdivision (Glen Meadows Village), a small lot single family community.

The development plan for the West Meadows PUD builds upon the Verdi Area Plan goals and adjacent uses or planned uses to the north and south and will offer a mix of commercial and residential uses. This Planned Unit Development Handbook (PUD) represents the design standards to guide development of the 199.1± acre site.

#### **b. Objective**

The objective of the West Meadows PUD is to establish design standards and expectations with development of the property and address the following:

- Establish a nice residential community that respects the natural environment and provides a mix of single family housing opportunities.
- Establishment of a high quality commercial center that includes commercial, and some possible office and employment opportunities consistent with Verdi character;
- Sensitivity and compatibility with adjacent uses to the north, east and south;
- Pedestrian connectivity through the Open Space toward the Truckee River and adjacent single family land to the north and throughout the site.
- Utilization of sensitive grading with respect to the hillside environment, the varied topography, and the drainage ways traversing the property; and
- Future roadway realignments and extensions if appropriate.





Figure 1 – Vicinity Map

### c. Site Conditions

The site is currently approved for single family use. The property is relatively flat (mostly 0% to 10% grade) where development is planned and slopes more intensely to the north where the open space corridors are designated. There are several natural drianageways that traverse the site. The concept of "avoidance" has been implemented for the significant environmental features that are natural to the site, which include the drianageways and the hillside topography. Consistent with that notion, preliminary environmental analysis (Appendix C) agrees with the avoidance approach. When precise development plans are proposed, there will be road crossings of the drianageways that will require further study at that time to be reviewed through the required special use permit process. The developed portions of the site are located entirely outside of any floodways.

### d. Project Development Concept

The project concept is to develop a single family community with support commercial uses and some community commercial uses. Also, high quality business and employment uses are expected to be in the commercial mix. The project will be consistent with expectations of the community and community planning elements to the west. The development plan includes the following land use categories, acreages and maximum allowable development yield and/or densities. See the Land Use Plan in Figure 2, on page 3.



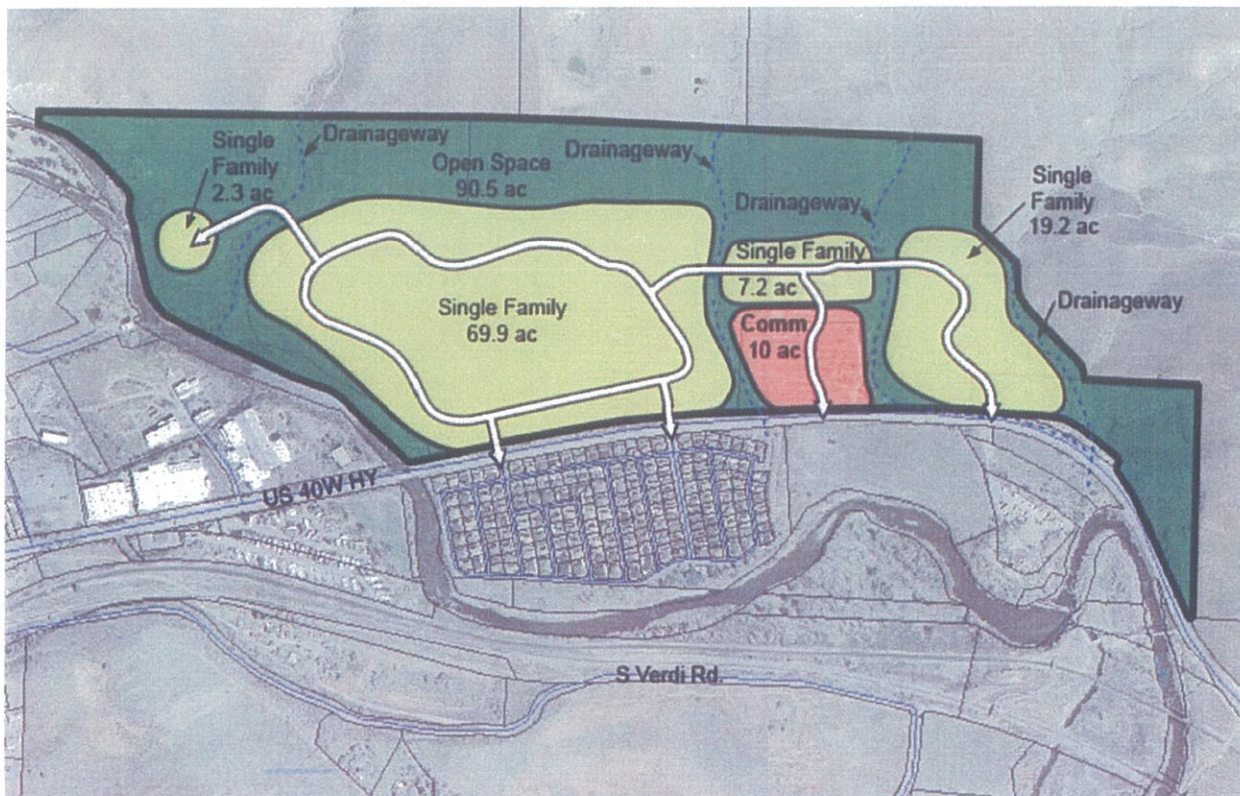
**Table 1 – Proposed Land Uses**

Proposed Land Use	Area (in acres)	Maximum Density/Intensity	Maximum Yield
Open Space	90.5	None	None
Single Family	98.6	Max of 4.5-du/ac <sup>1</sup>	394,493 du
Commercial <sup>3</sup>	4.0 40	.25 FAR <sup>2</sup>	43,560 sq ft
<u>Expanded Commercial</u>	<u>6.0</u>	<u>.082 10 FAR</u>	<u>216,440 sq ft</u>
<b>Total</b>	<b>199.1</b>	<b>-----</b>	<b>-----</b>

Note<sup>1</sup>: The minimum lots size is 4,000 sq feet and proposed lots sizes will vary for market segmentation purposes. However, gross density for the single family area shall not exceed 4.5 du per acre based on the 98.6 acres of usable area. The maximum number of single family residential units is 493 394.

Note<sup>2</sup>: In the event that residential uses are proposed, as allowed in the commercial area (per Table 2), the maximum density shall be 21 dwellings per acre. The maximum building area for commercial uses shall be decreased accordingly (i.e. 2 acres used for commercial has a maximum yield of 21,780 21,440 sq ft).

Note<sup>3</sup>: The commercial area is 4 acres but may be expanded by 6 acres (maximum of 10 acres) only if it proposes the low intensity uses as shown in Table 1 2 under the Expanded Commercial heading.



**Figure 2 – Land Use Plan**



### e. Development Schedule/Phasing

Build out of the West Meadows PUD will be dependent on market conditions and is estimated to be about 5 to 10 years. A specific phasing plan is not proposed for the project at this time. However, the first phase is intended to be a residential phase and then commercial will be added as market conditions support the need for commercial. Grading and offsite infrastructure is expected to begin within 6 months of approval of the PUD. ~~The project will be developed in accordance with the standards provided herein.~~ The ten year time frame shall start at the time of final approval (upon recording of certified document). If the project is not completed at the end of the ten years (i.e. all final maps are not recorded and maximum allowable building area is not completed) then the PUD will require application for an amendment to extend the project phasing prior to further development. This time frame does not apply to the construction of homes on individual lots with final map approval or for commercial tenant improvements.

### f. Administration

The West Meadows PUD shall be administered by the Zoning Administrator or his/her designee as defined in the City of Reno Annexation and Land Development Code (RMC).

There shall be a Master Developer in place from the first phase of development of the PUD. This Master Developer shall continue throughout the development of the PUD until and unless a master property owner's association or other entity is created to serve the role of Master Developer. The role of the Master Developer, for the purposes of this PUD, shall be:

- To prescribe and administer methods and procedures to ensure and control the quality of development that occurs within the PUD;
- Maintain all common area improvements, storm drain and/or channels, detention and/or other flood control facilities;
- Construct, or have constructed, all pedestrian pathways, and sidewalks and common area landscaping;
- Only the Reno City Council and the Master Developer or his/her authorized designee may initiate an amendment to the PUD handbook.

### g. Review Process

Prior to the submittal of a development application to the City, each project shall be reviewed by the Master Developer at their sole discretion. Each development application submitted to the City shall include written documentation of approval from the Master Developer. Written approval by the Master Developer does not constitute the City's approval of development applications. The construction of individual projects, including accessory structures shall follow the City of Reno building permit process. For some uses where a special use permit or site plan review is required, these processes shall precede the building permit process, as applicable.



### **h. Appeals**

The applicant or developer may appeal any decision, comments, or recommendations of the Administrator in accordance with RMC Section 18.06.208 "Appeals."

### **i. Conflicts**

In the event of a conflict between these design standards and City Code, these standards shall govern development of the West Meadows PUD. When a specific standard is not addressed by the PUD, then the applicable section of Reno Municipal Code Title 18, as amended, at the time of review shall prevail.

### **j. Flexibility**

The Land Use Plan and Development Standards contained herein are intended to depict the general acreages of the various land uses allowed within the West Meadows PUD. Sufficient flexibility shall be allowed to permit detailed planning and design at the time of actual development. The acreage of each land use category may be increased by up to 5% to accommodate minor modifications to the project, if it is demonstrated to the satisfaction of the Zoning Administrator that additional acreage is necessary due to constraints and/or design issues to accommodate the project and that the open space designation is protected to the maximum extent feasible. This provision shall not exceed a cumulative total of 5% for each land use category. Total number of residential units within the single family designation shall not exceed 394 493 units and Commercial shall not exceed 100,000 square feet area shall not exceed 43,560 square feet in the 4 acre commercial designation. Potential low intensity uses (as defined in Table 2) in the expanded commercial area have a maximum building area of 21,440 26,440 square feet, providing a maximum of 65 70,000 square feet for both commercial areas. The 6 acres of expanded commercial area may be replaced with the Single Family designation subject to approval by the administrator. To ensure the approved maximum commercial square footage is not exceeded, each building permit shall include the existing number and cumulative total of approved commercial square footage.

### **k. Modifications**

The Administrator shall have the ability to grant minor deviations as outlined in RMC 18.06.411(a)(1), "Minor Deviations." Minor deviations shall be subject to written approval from the Master Developer. Deviations of 10% or more shall conform to the City of Reno Variance process as outlined in RMC 18.06.408 "Variance."

## **2. Infrastructure**

### **a. Access**

Primary access to the property will be from US Highway 40. There will be several access points proposed as shown on the circulation plan. There is about one mile of site frontage on Highway



40 to ensure safe and adequate separation of intersections to the project. Highway 40 is classified as a Minor Arterial by the Nevada Department of Transportation (NDOT) and as a Moderate Access Control Arterial in the RTC Regional Transportation Plan. It is expected that several deceleration lanes will be added for project access when design is more defined. Right in, right out access may also be proposed at some driveways. US 40 is an NDOT roadway and all intersection connections must meet NDOT standards, have NDOT approval and obtain NDOT encroachment permits prior to construction of improvements.

### **b. Parking**

Parking for all land use designations in the West Meadows PUD shall be provided and constructed in accordance with RMC Article XI Off-Street Parking and Loading, unless expressly modified within these development standards.

### **c. Traffic**

Project traffic is discussed in detail in the Traffic Study and letter update prepared by KK Consulting (Appendix E). The original trip generation was based on the assumption of land uses acreages and gross building square footages that include a residential and commercial component. The updated trip generation, however, is based on land uses and acreages (that do not include residential). The average daily trips and peak hour trips analyzed in the Traffic Study are based on the land use assumption generating the highest traffic volumes. In summary, the total daily trips for the project shall not exceed 9,079 Average Daily Trips and 880 PM peak hour trips without an amendment to the PUD Handbook. A trip generation letter will be required with each project to verify the traffic volumes are within the trip generation envelopes.

### **d. Sanitary Sewer Service**

The project is located within the City of Reno service district, and is served by the Truckee Meadows Water Reclamation Facility (TMWRF). Verdi is served by the Verdi-Lawton's Interceptor which is a large capacity interceptor. In the area of the project it is 24 inch and indications are the capacity is more than adequate to serve the project at build out. In fact, current flows in the interceptor are so low that additional flows are desired to increase the self-cleaning characteristics of the interceptor and reduce maintenance costs. The interceptor is located on the south side of Old US 40 and just off the roadway across from the east edge of the property. Given the project's proximity to the sewer interceptor, it is anticipated that future development will include a direct connection to the 24" public main, and a gravity flow sewer network within the project site. This assumption will verify the existing main is at a sufficient depth to allow for gravity flow from the property. As the West Meadows PUD allows some flexibility in land use categories, and final site layouts are not known at this time, a Technical Sanitary Sewer Study shall be required with each development permit/application on the site to ensure that adequate facilities are provided to service each project.

### **e. Domestic Water Service**

Currently, the project site is located within the Truckee Meadows Water Authority (TMWA)



service area. While adequate water capacity exists to serve the project, system improvements are needed to deliver adequate flows to the project. West Meadows Investments is currently in the process of designing a main extension to the property from the Verdi Business Park that will connect the property to the TMWA system. Upon completion, TMWA can provide service to approximately 150 to 200 homes. Further development will require additional upstream improvements in the TMWA system to serve the project at build out and includes increased pumping capacity, targeted main size increases and increased storage. The anticipated improvements are typical for a project of this size.

### **f. Hydrology**

Stormwater flows originating on portions of the southwest flank of Mt. Peavine, flow downhill through the proposed development on their way to the Truckee River. Presently, the project site is bisected by four drainage ways that collect and convey stormwaters through this site in a roughly north to south alignment. These drainage ways have been excluded from the developable area of the project and will be left in their native condition as much as possible, with limited improvements made to efficiently capture flows and convey them thru the project site. Furthermore, flood zones associated with the drainage ways and depicted by FEMA have been excluded from the developable areas of the project. During the development of the project, a final Hydrologic Analysis will be completed and utilized during the construction phase in adherence with County and State Codes. Any stormwaters that increase due to construction of the proposed development will be captured and mitigated through the use of storm drains, stilling basins, and detention basin systems prior to being released to existing stormwater flowpaths at pre-development flow rates. Development of the project site will include low impact development (LID) treatment systems such as bio-swales, infiltration swales, etc. that will drain to the city system to the south as well. ~~The project site is located within two FEMA regulated flood zones. The western portion adjacent to McCarran Boulevard and the northern portion adjacent to Clean Water Way is largely within zone Shaded X, the remainder is located within zone AE. As such, a large portion of the property is within the 1.0% Annual Chance (100-year flood event) Federal FEMA Regulatory Floodplain of the Truckee River and its tributaries but is entirely outside the floodway. The entire property, however, is within the City of Reno Critical Flood Pool area designated as Critical Flood Zone 1. Mitigation options to elevate the site and protect future development from flooding, as well as excavating adjacent areas to provide flood storage will be required. With final design, the applicant shall ensure better than 1:1 flood mitigation. The project site is devoid of any drainage infrastructure in its current state. However, development of the project site will include a storm drain network composed of underground pipes, detention basins and associated low impact development (LID) pretreatment systems such as bio-swales, infiltration swales, etc., that will drain to the city system to the south.~~

### **g. Electric Service**

Electric service will be provided by NV Energy. There is an overhead line with 3 phase power on the south side of Old Highway 40 adjacent to the property. There is capacity available in the system to serve the project at build out. The property currently has no direct electrical service to it, but being adjacent to the NV Energy overhead transmission lines make for a routine service



connection. The project will be served by direct connections to these overhead lines with appropriate voltage step-downs and associated underground infrastructure as necessary within the development site.

### **h. Natural Gas**

Gas service will be provided by NV Energy. The subject property has no direct natural gas service to it, but is adjacent to existing NV Energy gas mains adjacent to Highway 40 along the project site. There is an existing 8 inch steel main on the north side of Old US 40. The existing capacity is sufficient to serve approximately 200 homes. Further development will require upstream improvements in the NV Energy gas system to serve the project at build out. The anticipated improvements are typical for a project of this size.

### **i. Communications**

Cable TV service will be provided by Charter Communications. They have facilities in the Glenn Meadows Village subdivision directly across Old US 40 from the property. Their current capacity will serve approximately 200 homes. Further development will require upstream improvements and a new Node. These improvements are typical for a project of this size. Charter can also provide alternative telephone and internet service. The area is also accessible to satellite TV service. Telephone service will be provided by AT&T with existing facilities on the south side of Old US 40 with capacity to serve the initial phases. Additional capacity can be added easily from a central office which is close to the project. AT&T can also provide DSL internet service.

### **j. Public Safety**

The homes and commercial retail space in the West Meadows development will create an increased demand and added calls for service for the fire department. The developer of West Meadows ("Developer") realizes that fire safety is a concern of, its customers, the residents of the community, and wants to alleviate the impact of public safety infrastructure concerns. As such, at the initial approval of the first final map for the project, excluding parcel maps, Developer will either: (i) agree to the terms and conditions described below; or (ii) in lieu of (i), will elect to submit to any generally applicable, comprehensive fire impact fee program or ordinance adopted by the City Council in accordance with NRS 278B in effect at the time of the initial approval of the first final map for the project. Specifically:

- a. Prior to the approval of a final map which contains the 250<sup>th</sup> lot in West Meadows or five years from approval of the first final map, whichever occurs first, Developer shall purchase or cause to be purchased a Type I triple combination pumper engine ("engine") specific to fire department specifications. The engine shall be primarily located at Reno Fire Department Station 11 but may, at the discretion of the fire chief or his designee, be used in other service areas as needed;
- b. Prior to the approval of the first final map, Developer shall seek and obtain approval of a "defensible space" program from the fire department.



- c. If the Developer defaults in the performance or observance of any term, covenant, or condition described above, the City shall notify the Developer in writing of the violation and allow the Developer fifteen (15) business days to cure. In the event Developer fails to cure within fifteen business (15) days, the City shall be entitled to pursue all its rights and remedies under the PUD ordinance, state law or case law including without limitation, the suspension, revocation or withholding of existing or pending building permits.

### **k. Schools**

The project location is currently zoned for Verdi Elementary School (ES), Billingshurst Middle School and McQueen High School, which will serve the school aged children living within the West Meadows Estates PUD boundaries. Based on current enrollment; it is projected that Verdi ES will be over capacity prior to completion of the project. The Master Developer is committed to helping relieve elementary school capacity in the event that overcapacity is an issue prior to completion of the project. As such, at the initial approval of the first residential final map for the project, excluding parcel maps, the Master Developer will either (i) execute a School Facility Agreement with the Washoe County School District (WCSD) as described below; or (ii) in lieu of (i), will elect to submit to any generally applicable, comprehensive school impact fee program or ordinance adopted by the City Council that may be in effect at the time of the issuance of the first final map for the project. In no instance shall the developer pay both school impact fees and construct the classroom at Verdi ES. School Impact Fees must be enabled by NRS prior to becoming a valid option as described above.

Unless both parties agree otherwise, the School Facility Agreement will include the following provisions:

- a. The Master Developer shall act in good faith and cooperate with WCSD officials if capacity at Verdi ES is identified as a problem during development of the project;
- b. At no cost to the WCSD, the Master Developer shall construct and dedicate a permanent modular classroom on site at Verdi ES prior to the approval of the 150th ~~200th~~ residential dwelling unit permit. The developer shall construct a 2nd classroom to the same standards if another one is warranted prior to buildout of the residential units approved for the project. This only applies if a full 2nd classroom is warranted after the 1st one is completed and prior to project completion.
- c. Classroom construction and size shall be built to WCSD standards and subject to WCSD approval;
- d. The Master Developer shall provide written notification to WCSD officials and the Zoning Administrator prior to submitting plans for the 150th ~~200th~~ residential building permit. In the event that WCSD officials determine that on-site capacity is not needed at Verdi ES, they shall inform the Master Developer and Zoning Administrator of the condition and there shall be no responsibility of the Master Developer to construct the classroom until the WCSD identifies that Verdi ES school capacity has been reached. In this instance, WCSD shall provide written notification to the Master Developer and Zoning



Administrator when capacity has been reached and no further residential building permits shall be issued until the classroom is constructed on site;

- e. All building permits for residential units within the West Meadows Estates PUD shall clearly specify the number of residential building permits issued to date in relation to the 150th ~~200th~~ residential building permit/classroom threshold.

### **I. Regional Utility Corridor**

There are two Regional Utility Corridors located on the site, both shown as public utility easements on Figure 3. Both of those corridors carry 120kv electrical transmission lines. The line located in the north portion of the property will remain and is in the Open Space part of the site with development proposed to avoid it. The line crossing the southwest part of the site is intended to be relocated along the perimeter of the site. Any relocation and/or undergrounding of regional utility lines shall require, at a minimum, approval of a Regional Plan amendment, a special use permit for major utilities and approval by NV Energy prior to relocation. Minimum setbacks from all existing and any approved future alignments for 120 KV lines shall be consistent with RMC 18.08.202(e)13 "Utilities, major." In no instance shall the setbacks from existing or proposed major utility corridors be less than ten feet. All uses within established setbacks shall be limited to passive uses including, but not limited to, parks, trails, parking, landscaping and fencing.

### **m. Easements**

There is a public access easement located in the extreme south east portion of the site that grants public access from Highway 40 through a small parcel 038-111-03 (not-a-part) to 038-111-02. This easement eventually extends to the north boundary of the site and connects to a Forest Service Road. The project must make provisions in the project design to honor the easement alignment and public access legally required for this easement and any other public access easements. Obstructions to road access shall be removed prior to approval of first tentative map.

## **3. Environmental Considerations**

### **a. Hillside Development**

The site does trigger the Hillside Development Criteria in RMC because 25% of the site is more than 15% slope. For West Meadows PUD, about 33% of the site (67.3 acres) is more than 15% slope as shown in Figure 4 "Slope Map." The most significant issue with respect to meeting the ordinance is the amount of open space provided and avoidance of the drianageways and constrained hillside topography. Although a precise number is yet to be determined, the required open space for the site is 53.1 acres and approximately 90 acres are being proposed for open space. Based on this development plan, there is no further need for any SUP's for Hillside Development. The plan focuses development to the 0 to 15% portions of the site and the Open Space provided exceeds the amount required in the hillside ordinance.

### **b. Open Space & Trails**

A trail system is conceptually shown on Exhibit 3 "Open Space and Trail Plan." There is a network of public trails planned for the property that must include connectivity throughout the project area. There are three separate improvements that must be installed by the 100<sup>th</sup> residential building permit. The first tentative map application shall include an overall schematic master trails plan system for West Meadows Estates consistent with Exhibit 3 on page 13 and include a directional signage package. Pursuant to NRS 278, the Residential Construction Tax collected from this project is not eligible to be used for trail or trailhead improvements. The improvements to be completed are:

- a. An improved parking area, built to City of Reno standards on the west end providing angler access to the Truckee River to include 10 parking spaces;
- b. A trailhead parking area, built to City of Reno standards, adjacent to the project site next to Highway 40 on the east end to include 10 parking spaces;
- c. The trails shown on the Trail Plan will be a natural surface which is firm and stable, and be a minimum 4' wide with the design standard subject to approval by the Reno Parks, Recreation & Community Services Department;
- d. The improved trails will stub to adjacent vacant properties to the north and east. Also, the trail system will connect to the east property line where an approved planned neighborhood park is identified in that location as part of the Mortensen-Garson overlay zoning district;
- e. These trails will be owned and maintained by a master association for common interest and be open to the general public. The parking areas will be dedicated to the City of Reno which will maintain the infrastructure improvements, while the master association for common interest shall perform routine maintenance, including but not limited to trash, weed and litter control;
- f. The trails will be located within a 30-foot wide public access easement, in the event the trail alignment requires relocation due to site conditions or other factors. The Master Developer will record the public access easement with the first final map.
- g. All building permits for residential units within the West Meadows Estates PUD shall clearly specify the number of residential building permits issued to date in relation to the 100th residential building permit/trails installation threshold.

### **c. Major Drainageways/Waters of the US**

A preliminary investigation of water resources on site was conducted using the National Hydrography Dataset (NHD). As shown on the attached Figure 5 – Drainageways Map, areas with water features have been designated as Open Space to avoid impacts with the planning process.



The project site has been analyzed for potential impacts to hydrologic features. The zoning map includes locations of drainageways to be avoided during construction, and reserved as Open Space. A wetland delineation will be conducted once locations of road crossings are identified in the planning process to further identify and protect hydrologic resources onsite that meets the United States Army Corps of Engineers (USACE) delineation requirements. The final WOUS delineation report will be submitted to the USACE for a jurisdictional determination. Once the USACE provides a jurisdictional determination, then this determination will be provided to the City of Reno.

A Waters of the United States (WOUS) delineation will be completed with the 1<sup>st</sup> tentative subdivision map and/or special use permit to avoid, minimize, or mitigate road crossings that impact wetlands and/or stream environments.

**d. Biological Assessment**

A preliminary Biological Assessment was conducted and collected preliminary data for potential water resources present onsite. This data has been used to amend zoning for the West Meadows PUD to avoid or minimize to the extent possible impacts to wildlife and water resources onsite. In this PUD planning process, it was the opinion of JBR that no significant natural resources will be impacted. However, prior to approval of the 1<sup>st</sup> Tentative Map and/or Special Use Permit, compliance with all applicable major drainageway policies and standards shall be made including policies E-4, E-6, E-7 and E-31.

**e. Cultural Resources**

The Nevada State Department of Cultural Affairs has performed a general inventory of the location in the 1980's and identified five archeological sites within the project area. There is reference in the Conservation Plan of the Reno Master Plan to encourage the City to ensure the "documentation, preservation and management of historic resources." A preliminary cultural resource study and a State Historic Preservation Office (SHPO) letter shall be submitted to staff indicating that an inventory has been completed and that all other agency requirements have been met shall be required prior to any further development of the site.

**f. Green Development Program**

West Meadows will include Low Impact Development (LID) best practices will be used in the design and construction of all commercial or residential developments to increase water infiltration and improve water quality. Any ordinances the City develops that prescribe green building practices will be used in the project as they become effective. Plans demonstrating application of best practices or conformance with adopted standards shall be provided with each tentative map, special use permit and/or building permit as applicable.

**g. Energy Conserving Design**

Subdivision design should utilize an appropriate street pattern where feasible to facilitate shading residences and passive solar design. Lot configurations and dimensions should



consider north-south orientation and east-west orientations as determined by the design professional to best capture passive solar opportunities.



Figure 3 – Open Space & Trail Plan









### 4. Design Standards

#### a. Introduction

This chapter addresses the development standards for the West Meadows PUD land use categories. The property is designated Commercial, Single Family and Open Space. The Commercial area is located to take advantage of future access points on Old Highway 40 while ample property is envisioned for development. Flexibility to accommodate wide ranging market conditions is intentional with this plan that will allow a mix of commercial and residential opportunities along with employment generating uses. A conceptual land use plan with acreages and estimated building square footage and densities is provided in Table 1, "Proposed Land Uses."

Development standards are provided for the three compatible land use categories: Single Family, Open Space and Commercial. The allowed uses, building height, setbacks, density/intensity, etc. that will guide future development of the West Meadows PUD are addressed within each land use area. Any development in the Open Space area is restricted to those uses allowed in RMC 18.08.202.

#### b. Land Use Categories

Summaries of the three land use categories are provided as follows:

##### 1. Single Family

A total of 98.6 ± acres of the property are designated for single family uses. Access to this area will be from several street connections to Old Highway 40. The maximum density for the single family land use is 4 5 dwellings per gross acre of Single Family usable acreage and total residential dwelling unit count shall not exceed 394 493 units. The PUD allows a minimum lot size of 4,000 square feet. This is to provide flexibility and allow entry to several different market segments. Several phases of single family development are expected and will be well defined with processing of tentative subdivision maps and related special use permits if triggered by grading (i.e. excess cuts/fills), disturbance of a major drainageway, or any other threshold. Development of single family homes, including accessory structures, shall apply those standards associated with the closest related single family zoning designation based on lot size.

##### 2. Commercial

The Commercial area consists of 10± acres with 4 acres providing supporting commercial activity for the development and 6 acres for expanded low intensity commercial uses. Access to this area will be directly from US Highway 40 and at the south end of the property. A north/south roadway is also anticipated to extend into the single family areas to the north.

The maximum FAR is .25 ~~and has been used for planning purposes~~ for the 4 acre Commercial component and establishes the maximum allowed commercial area. The Commercial area is



intended as support neighborhood commercial, community commercial and possibly some office, employment, or live/work type of residential in the area. This means large retail establishments as defined in RMC 18.24.204.2390 are prohibited. The expanded commercial area (maximum of 6 acres) is intended to be low intensity with a maximum .082 ~~40%~~ FAR based on the uses shown in Table 2.

## c. Permitted and Prohibited Uses

The specific uses permitted, as well as prohibited in the various PUD land use categories are listed in Table ~~4~~2, Table of Uses Permitted and Prohibited Uses.

**Table 2 - Permitted and Prohibited Uses**

### **Commercial (4 acre area)**

The land uses described under "AC" in RMC Table 18.08-5 shall apply with the following exceptions:

#### **Prohibited Uses**

Animal Clinic, Shelter, Hospital or Boarding/Kennel

Auto Repair Garage and Paint and Body Shop

Automobile & Truck Sales and Mobile Home, RV, Boat & Trailer Sales or Rental

Automobile Rental

Call Center

Car Wash

Drive-through Facility

Laboratory

Sale of Low Volume Bulky Goods

Gas Station

Pawn Shop

Tattoo Parlor

Sports Arena, Stadium, or Track

Motel

Blood/Plasma Donor Center

Cemetery/Mausoleum

College, University, or Seminary

Funeral Parlor

Hospital, Acute & Overnight Care

School Secondary (Public or Private)

School, Vocational or Trade

Collection Station

Crematorium

Helipad

Mini Warehouse

Drive-through Facility for Food & Beverage

**Uses Allowed by Right (No SUP required)** when a minimum of 200' separation from any residential use or residential property line.



Bar

Country Club, Private

Uses operating between 11pm and 6 am

Pool & Billiard parlor

**Uses Requiring a Site Plan Review:**

Indoor Manufacturing, Processing, Assembly, or Fabrication

**Uses Requiring a Special Use Permit:**

Multi-family, Single Family, Attached/Condominium/Townhouse, Single Room Occupancy, and Hotel in the commercial area.

**Expanded Commercial Permitted Uses (maximum of 6 acres):**

Wedding Chapel (With SUP)

Building & Landscaping Material Yard

Plant Nursery/Garden Supply

Commercial Amusement/Recreation (Outside) (With SUP)

#### d. Development Standards

The following section provides development standards for the land uses within the West Meadows PUD. General standards for density/intensity; lot sizes; yards and setbacks; parking; landscaping; lighting and screening are addressed in Table 3: Development Standards. Standards relating to architecture; fencing; signage and pedestrian access are subsequently presented in a narrative format.

#### 1. General Standards

**Table 3: Development Standards**

**Single Family** - Each project shall be evaluated under the Residential standards listed in RMC Table 18.12 – “Single Family Residential Zoning Districts – Bulk/Dimensional & Density Standards” unless provided in this table. Development of single family homes, including accessory structures, shall apply those standards associated with the closest related single family zoning designation based on lot size.

#### **Density/Intensity (units per acre)**

4.5 du per acre for the Single Family area (not to exceed 394.493 residential dwelling units)

#### **Lot Size Standards**

Minimum Lot Size	4,000 square feet
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Minimum Lot Width	40.35'
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#### **Yard and Setbacks <sup>1</sup>**

Exterior (perimeter) boundary of PUD	15 feet
--------------------------------------	---------

**Commercial** - Each project shall be evaluated under the AC standards listed in RMC Table 18.12-3 “Commercial and Mixed Use Zoning Districts – “Bulk/Dimensional & Intensity Standards” unless otherwise approved in this table.

Front	10 feet
-------	---------

Side	0 or 10 feet
------	--------------

Rear	0 or 10 feet
------	--------------



Separation between buildings	10 feet
Maximum Building Height	35 40 feet
<b>Parking</b>	
RMC Article XI: "Off-Street Parking and Loading."	
<b>Landscaping</b>	
Arterial Commercial 15%; other RMC Article XII: "Landscaping and Screening" requirements shall apply.	
<b>Screening</b>	
Not required between Commercial land uses. Solid screening required between commercial and residential land uses to the north per RMC 18.12.1207 "Screening Between Land Uses" and 18.12.304 "Residential Adjacency Standards."	
<b>Discretionary Review</b>	<del>Discretionary review shall not be required for proximity to residential uses and zoning districts per RMC 18.06.405 (a)12 "Special Use Permits" and 18.06.407 (a)2 "Site Plan Review."</del>

Notes for Table 3:

1. A fully landscaped setback of 15 feet is required adjacent to the south boundary of the PUD. A minimum of one tree per 300 square feet and six shrubs per tree is required with a minimum of one tree for every 30 feet of street frontage planted adjacent to the right-of-way per RMC 18.12.1205(f)(1) "Trees Required, Arterials". The width of these setbacks may be used to satisfy front, side and rear setbacks and overall landscape requirements, as applicable. The buffer shall be constructed with any phase of development that includes improved area in the Single Family and/or Commercial land uses abutting the buffer.
2. Landscaping requirements for the Commercial Land Use Designation are as follows:
  - The entire required front yard setback shall be landscaped with a minimum of 1 tree per 300 square feet of required front yard and six shrubs per tree. A minimum 10 foot landscaped area is required adjacent to the front of each building and may include a combination of planting, sidewalk and decorative paving;
  - Landscaping in parking areas shall include a minimum of 1 tree per 10 parking spaces. Trees may be placed in parking lot edge locations including adjacent to building entrances or in islands but shall be located within a maximum of 75 feet of each parking space. Islands and edges shall be a minimum of 10 feet in width and 126 square feet in area. Areas designated for truck and trailer parking and loading are exempt from island requirements; however, the 10 foot landscape edge shall be required.
  - 70% of the required trees shall have a minimum caliper of 2 ½ inches (deciduous) or have a minimum height of 10 feet (evergreen) while 30% may have a minimum caliper of 1 inch (deciduous) and minimum height of 6 feet (evergreen). Shrubs shall include a 75/25% mix of 1 and 5 gallon sizes.

- Decorative paving, rock or other inert materials, up to 25% of the required landscape area may be provided.

### **2. Architecture**

Residential and Commercial development shall be subject to the standards listed in RMC Article III: "Site Building and Design Standards." Architectural styles may vary from parcel to parcel within the West Meadows PUD. However, architecture must be consistent within each individual parcel.

#### **Commercial Standards**

In addition to the base standards listed in RMC Article III "Site and Building Design Standards" (as applicable to the AC zone), the following architectural standards shall apply to the Commercial designation:

- The commercial area is intended to be a village center in character as a central place for commercial activity and events. Strip retail and intense urban commercial type of development is prohibited. This is to promote a neighborhood by functionally integrating commercial uses with the residential and the community at large. This character must respect the elements of the Verdi Area Plan in terms of desired building design. Those include variations in size, height, style and bulk of buildings. Building elements that include historical elements known to Verdi are highly encouraged.
- Changes in texture or material patterns and colors; the use of windows; awnings; trellises with vines and/or other architectural features shall be provided and approved by the Master Developer prior to submission for review to the City of Reno.
- Parking areas may face Old Highway 40, and shall be landscaped in accordance with the landscape requirements outlined in this Handbook.
- Building articulation and exterior interest is required on the elevations of structures on land immediately adjacent to and facing Old Highway 40. All other interior elevations shall maintain consistent color and materials, and shall include wrapped architectural treatment from the exterior elevation to a logical terminus point on the interior elevation, subject to approval of the Zoning Administrator.
- Preferred exterior and accent materials include wood, glass, stone, pre-cast concrete, concrete block, stucco, brick and composition panels. The use of metal siding may be considered only if specifically approved by the Master Developer.
- The main surface color of the buildings shall be generally neutral earth tones, consistent with the surrounding area. Accent colors, however, are encouraged. All flashing, sheet metal, vent stacks and pipes shall be painted to match the main surface color of the buildings. Blank walls are prohibited along sidewalks.



- Roofs may be sloping or pitched, and flat roof elements used as an accent feature. Pitched roof materials shall be limited to standing seam or flat seam configuration metal, composition, or tile. Colors shall be approved by the Master Developer prior to submittal to the City of Reno, which are consistent with the main building.
- Each project shall provide a visually appealing, identifiable path of entry for pedestrian and vehicular users from the street into the site, and from the site to the buildings. Landscaping, hardscaping and architectural design elements for the project site and building entries must work together to create a sense of arrival and shall be approved by the Master Developer.
- Dark sky lighting is required for the commercial development. These standards shall use the Mortensen-Garson Plan RMC18.08.406(i)(9) "Exterior Lighting standards or an equivalent subject to approval of the Zoning Administrator.
- The residential adjacency standards of RMC 18.12.304 shall apply to commercial areas adjacent to Open Space designations

### 3. Fencing and Screening

#### a. Perimeter Fencing

If perimeter fencing is provided by the Master Developer, fence type, style, height and materials must be compatible at all locations. Fences facing public streets shall be designed with architectural treatments such as top caps, pilasters and a decorative appearance on the side facing the street. Materials may include masonry, pre-cast stamped concrete panels, wood or open view decorative type metal (but not chain link) or open view wood.

#### b. Other Fencing

- Other fencing for safety, security and screening purposes must be approved by the master developer.
- All walls and fences shall comply with RMC XIV "Fences and Walls" except as modified herein. All masonry/stucco walls shall be graffiti coated.

### 4. Signage

Signage within the West Meadows PUD will include center identification, monument, building and directional signs. Signs shall be consistent for each project and must conform to the standards of RMC Chapter 16 "Signs," with the following modifications noted below. For purposes of translation, the following table shall establish the comparable City of Reno zoning designation to the land use categories defined within this PUD handbook.

**Signage Equivalency Table** (Reference RMC Table 18.16-1 "Sign Regulations by Zoning District"). The Commercial land use shall use the AC standards.

#### a. Signage

- One double-sided free standing sign, not to exceed 25 feet in height and 150 square feet

identifying the West Meadows PUD and major tenants is limited to the main entrance for the commercial area on US Highway 40.

All other signs shall be as follows:

- Two monument signs with a maximum height of 8 feet and a maximum of 100 square feet to be located at the main commercial access points to the project in each location.
- Building/wall signs with one square foot per lineal foot of building façade for a maximum of 100 square feet per sign with individual letters not to exceed 60 inches;
- Small, on-site directional signs as approved by the Master Developer.

### **5. Loop Road**

For the purpose of this handbook, the road as shown in Exhibit 2, Land Use Plan is the “Loop Road.” The loop road will be constructed in phases to meet project demands and will be the primary road for the project. Specific loop road design including width and streetscape elements shall be addressed in the first tentative subdivision map submittal and subject to pending approvals.

At a minimum, the following standards apply to this roadway:

- A landscape buffer shall be provided adjacent to each side of the loop roadway. A minimum of one tree per 300 square feet and six shrubs per tree is required within the buffer.
- Sidewalks, 4 four feet in width, shall be installed adjacent to the curb on both sides of the street in accordance with City standards or an 6 six foot wide meandering sidewalk may be provided on one side of the street.

### **6. Sidewalks**

Sidewalks, 5' in width shall be required on at least one side of all other public streets within the West Meadows PUD. Where feasible, sidewalks or paths shall meander in landscape areas and connect to the overall sidewalk system and internal pathways on individual sites. There shall be a pedestrian connection either through a street connection or pedestrian crossing over the drianageways to provide for circulation through the PUD.

### **7. Disclosures**

- Disclosures shall be provided to all future buyers and tenants within the PUD informing them of the existence of the approved Mortensen-Garson project to the north and provide details regarding that approval.



- The following language shall be included in any project CC&R's: "There exist several sewage treatment ponds to the north of West Meadows Estates that hold water into late spring providing habitat for mosquito and midges that can affect the residents of this community. Until such time as these ponds are filled to grade, this will continue to provide habitat for these insects."

### **e. Conditions of Approval**

#### Engineering

1. Prior to the approval of each permit, the applicant shall have an approved Sanitary Sewer Report in accordance with the Public Works Design Manual. Adequate easements and access shall be provided for all sanitary sewer improvements per the Public Works Design Manual. All required on-site and off-site sanitary sewer improvements necessary to serve the project shall be complete and functional prior to the issuance of any certificate of occupancy.
2. Prior to the approval of each permit, the applicant shall have an approved Hydrology Report addressing on-site and off-site storm water flows, detention, and facility capacities for the pre-development and post-development site conditions. Additionally, the applicant shall demonstrate that all grading and proposed storm water collection and discharge facilities, including infrastructure, access, and easements, are consistent with pre-development conditions as specified in the Reno Municipal Code and Public Works Design Manual.
3. All traffic study updates shall provide analyses and review of the site plan and proposed mitigations for project generated impacts, with regards to project and the trip generation distribution estimates included in the Traffic Analysis, on the adjacent roadway network, site accesses and pedestrian routes.
4. The applicant shall provide a copy of executed encroachment permits from NDOT prior to the issuance of any City permit for applications proposing site access, grading, drainage, sanitary sewer, utility, or roadway improvements within the State right-of-way for US Highway 40.

#### Planning

5. Hours of construction shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Saturday. This restriction includes grading activity and road construction.
6. Prior to approval of the first tentative map, the applicant shall provide:
  - a. A wildlife mitigation plan that outlines measures to alleviate human-wildlife issues as well as habitat improvement to help stabilize the Loyaltan-Truckee Deer Herd



impacted by the project. This plan shall be developed in cooperation with the Nevada Department of Wildlife and the United States Fish and Wildlife Service.

- b. A noxious and invasive plant species plan to help avoid introduction and spreading of further detrimental species to surrounding areas.



**Washoe County School District**

425 East Ninth Street \* P.O. Box 30425 \* Reno, NV 89520-3425  
Phone (775) 343-0200 \* (775) 343-0304 \* [www.washoecountyschools.org](http://www.washoecountyschools.org)

Board of Trustees: Barbara Clark, President \* Dave Aiazzi, Vice President \* Lisa Ruggerio, Clerk  
Estela Gutierrez \* John Mayer \* Barbara McLaury \* Howard Rosenberg \* Pedro Martinez, Superintendent

04 June 2014

Nathan Gilbert, AICP  
Senior Planner  
City of Reno Community Development Department  
One East First Street-Second Floor  
Reno NV 89501

RE: West Meadows Estates (LDC14-00023) - **Revised**

Dear Mr. Gilbert,

The Washoe County School District initially began reviewing the West Meadows Estates project in October of 2013, producing an impact letter in February of 2014 that was submitted to the Reno Planning Commission for their May 7, 2014 meeting. At the conclusion of the hearing for the project, the developer requested a continuance to the July 9, 2014 Planning Commission meeting after the Commissioners cited several concerns about the project, including impacts to schools.

The continuance provided the District an opportunity to re-evaluate how new residential development has been assessed for school impacts over the last several years and what changes have taken place during that time. With the goal of creating comprehensive school impact statements, the District will begin to incorporate additional review criteria into the District's development impact letters, including the West Meadows Estates project. It is important that the Planning Commission, City Council, and the community clearly recognize the full impact of development projects on school facilities, maintenance, operations, and special programs at our school sites and support facilities.

Numerous factors influence the capacity and availability of space at an individual school. Due to the fluidity of factors such as the historical increase of special educational programs that are currently housed in numerous schools throughout the District, the placement of 6<sup>th</sup> grade students at either the elementary or middle school level, the extensive use of portable classrooms at all grade levels, and fluctuating demographics throughout the region, the District must recalculate school capacities and student generation factors frequently and cautiously. The District works closely with the University of Nevada's Center for Regional Studies as well as with all of the local jurisdictions to monitor new and proposed residential development.

For the West Meadows Estates project, WCSD's student enrollment and growth estimates for the area schools have been altered in recent years based on the demographics of the Somerset development, which historically trended toward retired empty-nesters. Recently, however, families with school-aged children have begun to occupy these homes as price points have dropped to more affordable levels. This shift has substantially changed the impacts to neighboring schools over the last few years as the economy has begun to rebound.

The developer of the West Meadows Estates project met with WCSD staff in early 2014 to review preliminary student generation estimates. At that time, the most significant impact was projected to be at Verdi Elementary School (ES), primarily due to space reserved within the school for the Gifted and Talented Education program. With the relocation of that program to another facility as well as inclusion of the factors cited above, projected impacts to WCSD schools have been revised upward as discussed in the following review.

<b>Student Generation-May 2014</b>	
<i>West Meadows Estates-493 Single Family Units</i>	
Elementary Students	<b>0.243 new students per unit x 493 = 120</b>
Middle School Students	<b>0.075 new students per unit x 493 = 37</b>
High School Students	<b>0.12 new students per unit x 493 = 59</b>

**Verdi ES (K-6)** – Base capacity = 328

2013-2014 enrollment = 194

**Enrollment with West Meadows Estates (194+120) = 314 (96% base capacity)**

**Peak 10-year enrollment forecast with West Meadows Estates = 331 (101% base capacity)**

Previous capacity estimates generated in the fall of 2013 for Verdi ES excluded space that had been reserved for the Gifted and Talented Education Program, which had been located at Verdi ES. This program has since moved to a space at the University of Nevada, which has increased available space at the school. Further, new student generation estimates have been revised slightly upward to reflect the typical single family development in the Northwest area, rather than just what is typical for the ongoing Somerset development. Verdi ES will reach near capacity with the addition of the West Meadows Estates development and is projected to be slightly over capacity within 10 years.

**Billinghurst MS (7-8)** – Base capacity = 1,051

2013-2014 enrollment = 1,001

**Enrollment with West Meadows Estates (1001+37) = 1038 (99% base capacity)**

**Peak 10-year enrollment forecast with West Meadows Estates = 1106 (105% base capacity)**

Billinghurst MS is a 6<sup>th</sup> - 8<sup>th</sup> grade middle school with two elementary feeder schools providing 6<sup>th</sup> grade students; these schools are Melton ES and Westergard ES. Consideration was given to placing Verdi ES and Winnemucca ES 6<sup>th</sup> graders at Billinghurst; however space constraints at the school did not permit this to take place. Billinghurst MS will reach near capacity with the addition of the West Meadows Estates development and is projected to be 55 students over capacity within 10 years. The additional students from the West Meadows Estates project will place further constraints upon the school and limit flexibility in the movement of students and addition of academic programs.

**McQueen HS (9-12) – Base capacity = 1,529**

Additional temporary capacity with seven (7) existing portables = +350 (1879 total capacity)

2013-2014 enrollment = 1,876

**Enrollment with West Meadows Estates (1876+59) = 1935 (127% base capacity)**

**Peak 10-year enrollment forecast with West Meadows Estates = 2071 (135% base capacity)**

McQueen HS is currently 347 students above its base capacity. These over-capacity students are currently accommodated in 7 portable units (14 classrooms). 59 new students are anticipated from the West Meadows Estates development, which will increase the over-capacity situation immediately as well as in the 10-year projections for the school. Based on the school currently being over-capacity and dependent on portable classrooms, planning and engineering analyses have been completed to determine the feasibility of expanding the school to add additional classrooms, cafeteria space, and parking spaces. Due to site limitations including severe topographical variations, the cost of expansion was found to be extremely high and not feasible from a District perspective. It is also not viable to add additional portable classrooms to the site.

**Financial Impact:**

The Washoe County School District does not currently have a funding source for new construction or capital improvement needs beyond the currently allocated funds remaining in the now-expired 2002-2012 Rollover Bond Program. These rollover bond funds will be completely exhausted by the end of 2017. There is an estimated \$500 million of identified capital improvement needs throughout the District at this time. Included in this figure is over \$300 million of capital renewal needs. Capital renewal projects include the replacement or rehabilitation of vital facility site improvements including roofs, windows, boilers, HVAC systems, paving, security measures, and other improvements needed to keep facilities functioning and to adequately serve the 63,000 students of Washoe County.

During the 2013 Nevada Legislative Session, the Washoe County School District proposed Assembly Bill 46, which would have generated approximately \$20 million per year to augment the remaining Bond funds for the most urgent capital renewal needs. These proceeds would not have included any funds for construction of new schools. Assembly Bill 46 was ultimately defeated by the Washoe County Commission at the end of 2013.

**Options Available to the District:**

The Washoe County School District has no legal authority under Nevada State Law to compel any developer to donate improvements to mitigate school impacts caused by new residential development. At the tentative map stage of development, the District can request a school site set-aside in accordance with NRS 278.346, which requires the District to pay for appraisals, the cost of the land, and to agree to a sunset clause that allows the original land owner to re-acquire the property if it is not put to use as a school site within ten years of purchase by the District. This step would also require the construction of a new school, all of which is not currently financially feasible for the District.



The primary option available to the District is to send over-capacity students to the nearest school(s) with available seats, which would entail bussing such students to one or more schools. This can often involve rezoning efforts within the community which can be costly and contentious.

The District hopes this analysis is useful to the Reno Planning Commission and the Reno City Council in making a decision about the West Meadows Estates project. Thank you for the opportunity to comment.

**Michael S. Boster**  
School Planner  
Washoe County School District Capital Projects  
14101 Old Virginia Road  
Reno NV 89521  
775.789.3810

cc: Pete Etchart; Chris Cobb; Mark Stanton; Joe Gabica; Derwin Bass; Randy Baxley; Lindsay Anderson

**From:** Nathan Gilbert [mailto:gilbertn@reno.gov]  
**Sent:** Tuesday, April 08, 2014 10:31 AM  
**To:** Monsalve, Sandra  
**Subject:** Re: West Meadows

[Quoted text hidden]

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**Monsalve, Sandra** <SMonsalve@washoecounty.us>  
**To:** Nathan Gilbert <gilbertn@reno.gov>  
**Cc:** "Whitney, Bill" <BWhitney@washoecounty.us>

Mon, Apr 21, 2014 at 10:56 AM

Hi Nathan,

Happy Monday!!! In response to your email, Washoe County can support the NC zoning if scaled back as suggested below. Thank you for the attached list of uses, that helps in our review. I agree with the niche uses as well.

Please let me know if you need further information from me in this regard. Also, please let me know when the Planning Commission meeting is scheduled, in case Bill or I want to attend. Thanks,

Sandy

Sandra L. Monsalve, AICP, Senior Planner

Washoe County, Community Services

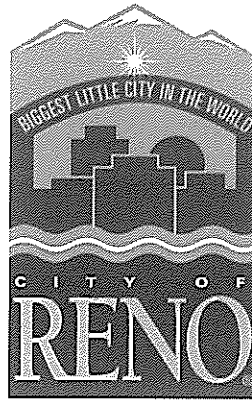
Planning & Zoning Division

775.328.3608

775.328.6133 fax

smonsalve@washoecounty.us

Michael Hernandez  
Fire Chief



June 24, 2014

Nathan Gilbert, AICP  
Associate Planner  
City of Reno

Re: West Meadows Estates

Nathan,

As addressed in our previous comments regarding this proposed development, after reviewing this project and meeting with the developers, Fire has no objections to this project. This position is based on a couple of factors:

1. It is in the opinion of staff that the size of the project will have little impact on fire department operations.
2. Test response runs by fire personal to the proposed entrance of the development off of Business Route 80 from our Fire Station 11, located at 7105 Mae Anne Ave. indicated that response times to the development are within acceptable timeframes. Recent test run was conducted on Tuesday, June 24, 2014 at approximately 0945. The vehicle involved left the station ramp, proceeded down Mae Anne to Robb then entered westbound I-80, exited I-80 at the Verdi exit, negotiated the round-about and arrived at the site located at 1850 Business Route 80 in six (6) minutes and thirty-five (35) seconds. At no time during this test run did the fire department vehicle exceed the posted speed limit and/or violate any traffic laws.
3. If a major fire event were to occur in this proposed development, Reno Fire has a mutual aid process and agreement with Truckee Meadows Fire District.

Again, as stated in our original staff report, Reno Fire Department has no objections to this proposed development. Hopefully this information answers any questions concerning our position.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Hernandez", followed by a long horizontal line and a stylized flourish at the end.

Mike Hernandez  
Fire Chief



## Community Development Department

### MEMORANDUM

**Date:** May 7, 2014  
**To:** Reno Planning Commission  
**From:** Nathan Gilbert, AICP, Associate Planner  
**Subject:** LDC14-00023 (West Meadows Estates)

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Staff requests that page 6 of the PUD Handbook titled "(f) Hydrology" be replaced with the attached highlighted language. This language, approved by City Engineering, was inadvertently omitted during project editing.



### **e. Domestic Water Service**

Currently, the project site is located with Truckee Meadows Water Authority (TMWA) service area. While adequate water capacity exists to serve the project, system improvements are needed to deliver adequate flows to the project. West Meadows Investments is currently in the process of designing a main extension to the property from the Verdi Business Park that will connect the property to the TMWA system. Upon completion, TMWA can provide service to approximately 150 to 200 homes. Further development will require additional upstream improvements in the TMWA system to serve the project at build out and includes increased pumping capacity, targeted main size increases, and increased storage. The anticipated improvements are typical for a project of this size.

### **f. Hydrology**

Stormwater flows originating on portions of the southwest flank of Mt. Peavine, flow downhill through the proposed development on their way to the Truckee River. Presently, the project site is bisected by four drainage ways that collect and convey stormwaters through the site in a roughly north to south alignment. These drainage ways have been excluded from the developable area of the project and will be left in their native condition as much as possible, with limited improvements made to efficiently capture flows and convey them thru the project site. Furthermore, flood zones associated with the drainage ways and depicted by FEMA have been excluded from the developable areas of the project. During the development of the project, a final Hydrologic Analysis will be completed and utilized during the construction phases in adherence with County and State Codes. Any stormwater flows that increase due to construction of the proposed development will be captured and mitigated through the use of storm drains, stilling basins, and detention basin systems prior to being released to existing stormwater flowpaths at pre-development flow rates. Development of the project site will include low impact development (LID) pretreatment systems such as bio-swales, infiltration swales, etc, that will drain to the city system to the south as well.

### **g. Electric Service**

Electric service will be provided by NV Energy. There is an overhead line with 3 phase power on the south side of Old Highway 40 adjacent to the property. There is capacity available in the system to serve the project at build out. The property currently has no direct electrical service to it, but being adjacent to the NV Energy overhead transmission lines make for a routine service connection. The project will be served by direct connections to these overhead lines with appropriate voltage step-downs and associated underground infrastructure as necessary within the development site.

### **h. Natural Gas**

Gas service will be provided by NV Energy. The subject property has no direct natural gas service to it, but is adjacent to existing NV Energy gas mains running in Highway 40 along the project site. There



## Community Development Department

### MEMORANDUM

**Date:** May 6, 2014  
**To:** Reno Planning Commission  
**From:** Nathan Gilbert, AICP, Associate Planner  
**Subject:** LDC14-00023 (West Meadows Estates)

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As published, the PUD Handbook includes  $\pm 10$  acres of commercial development with a maximum gross floor area ratio (FAR) of  $\pm 100,000$  square feet. The applicant has subsequently submitted modifications to the commercial component that accommodate those staff concerns discussed on page 5 of the published staff report.

The proposed modifications (**Exhibit A**) reduce the commercial area to 4 acres with a maximum FAR of .25 and building area of 43,560 square feet with 6 additional acres for low intensity commercial uses to include Building/Landscape Material Yard, Plant Nursery Garden and, with approval of a special use permit, Wedding Chapel and Outside Commercial Amusement/Recreation. The expanded commercial area has a maximum FAR of .10 and building area of 26,440 square feet, allowing for a total maximum of  $\pm 70,000$  square feet between the two commercial areas.

Staff supports the modifications and can make finding m based on the reduced area that would provide modest commercial support for the proposed residences and allow for rural/low intensity uses on the remaining 6. Should the Planning Commission choose to incorporate these changes; staff recommends that the following modifications be made in addition to those proposed by the applicant:

- Maximum building height to be modified from 40 feet to 35 feet consistent with the Neighborhood Commercial zoning designation.
- Remove exemption from discretionary review (i.e. Site Plan Review and/or Special Use Permit) for proximity to residential uses. Many of the commercial design standards are written as guidelines and could only be enforced through a discretionary review.

Based upon further review by staff, it is recommended that the following modifications be made to the Handbook:

## **Schools**

- Modify classroom threshold from 200<sup>th</sup> residential unit to 150<sup>th</sup> consistent with projected demand provided by the Washoe County School District.
- Add language clarifying that school impact fees must be enabled by NRS.

## **Timing of Phasing per NRS 278A.470(10) and 278A.580**

Project phasing for this and future PUDs must be specified, consistent with NRS. The following language is recommended to ensure compliance:

- "The ten year time frame shall start at the time of final approval (upon recording of certified document). If the project is not completed at the end of the 10 years (i.e. all final maps are not recorded and maximum allowable building area is not completed) then the PUD will require application for an amendment to extend the project phasing prior to further development. This time frame does not apply to the construction of homes on individual lots with final map approval or for commercial tenant improvements."

## **Residential Lot Size**

- Modify minimum residential lot width from 35 feet to 40 feet consistent with the SF4 (Single Family Residential – 4,000 Square Feet) standards.

## **Fire Protection**

Staff met with Fire Chief Hernandez on May 1, 2014 to discuss Verdi area fire protection in light of the recent fire fighter layoffs. The Chief confirmed that there will be adequate staffing at Station 11 (Sharlands Avenue and Mae Anne Avenue) to serve the project within established standards and that the requirement for a Type I Pumper Engine at the 250<sup>th</sup> residential lot remains appropriate given the limited calls for service in the area. In summary, the reduction in fire fighter personnel will not affect the department's ability to adequately service the proposed project.

## West Meadows PUD

Table 1 – Proposed Land Uses

Proposed Land Use	Area (in acres)	Maximum Density/Intensity	Maximum Yield
Open Space	90.5	None	None
Single Family	98.6	Max of 5 du/ac <sup>1</sup>	493 du
Commercial <sup>3</sup>	4.0 40	.25 FAR <sup>2</sup>	43,560 sq ft
Expanded Commercial	6.0	.10 FAR	26,440 sq ft
<b>Total</b>	<b>199.1</b>	-----	-----

Note<sup>1</sup>: The minimum lots size is 4,000 sq feet and proposed lots sizes will vary for market segmentation purposes. However, gross density for the single family area shall not exceed 5 du per acre based on the 98.6 acres of usable area. The maximum number of single family residential units is 493.

Note<sup>2</sup>: In the event that residential uses are proposed, as allowed in the commercial area (per Table 2), the maximum density shall be 21 dwellings per acre. The maximum building area for commercial uses shall be decreased accordingly (i.e. 2 acres used for commercial has a maximum yield of 21,780 sq ft).

Note<sup>3</sup>: The commercial area is 4 acres but may be expanded by 6 acres (maximum of 10 acres) only if it proposes the low intensity uses as shown in Table 2 under the Expanded Commercial heading.

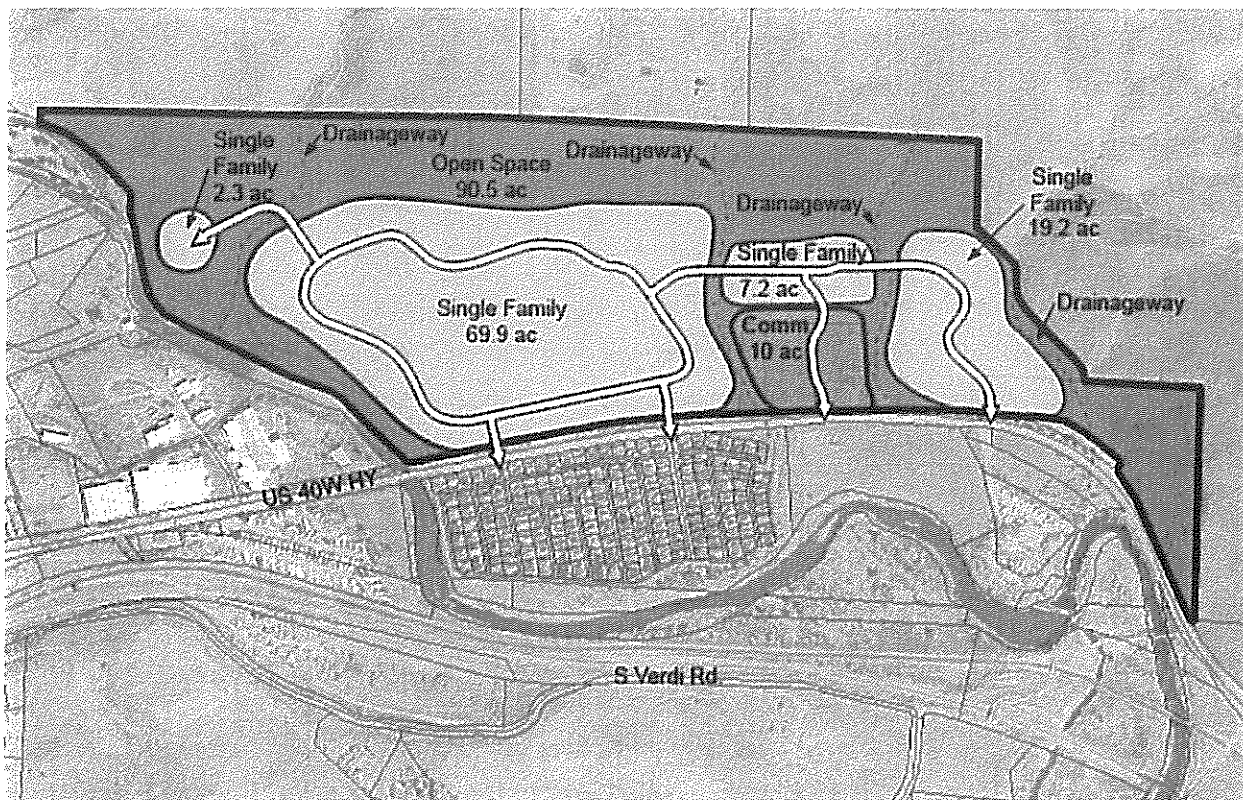


Figure 2 – Land Use Plan



### i. Conflicts

In the event of a conflict between these design standards and City Code, these standards shall govern development of the West Meadows PUD. When a specific standard is not addressed by the PUD, then the applicable section of Reno Municipal Code Title 18, as amended, at the time of review shall prevail.

### j. Flexibility

The Land Use Plan and Development Standards contained herein are intended to depict the general acreages of the various land uses allowed within the West Meadows PUD. Sufficient flexibility shall be allowed to permit detailed planning and design at the time of actual development. The acreage of each land use category may be increased by up to 5% to accommodate minor modifications to the project, if it is demonstrated to the satisfaction of the Zoning Administrator that additional acreage is necessary due to constraints and/or design issues to accommodate the project and that the open space designation is protected to the maximum extent feasible. This provision shall not exceed a cumulative total of 5% for each land use category. Total number of residential units within the single family designation shall not exceed 493 units and Commercial shall not exceed 100,000 square feet area shall not exceed 43,560 square feet in the 4 acre commercial designation. Potential low intensity uses (as defined in Table 2) in the expanded commercial area have a maximum building area of 26,440 square feet, providing a maximum of 70,000 square feet for both commercial areas. The 6 acres of expanded commercial area may be replaced with the Single Family designation subject to approval by the administrator. To ensure the approved maximum commercial square footage is not exceeded, each building permit shall include the existing number and cumulative total of approved commercial square footage.

### k. Modifications

The Administrator shall have the ability to grant minor deviations as outlined in RMC 18.06.411(a)(1), "Minor Deviations." Minor deviations shall be subject to written approval from the Master Developer. Deviations of 10% or more shall conform to the City of Reno Variance process as outlined in RMC 18.06.408 "Variance."

## 2. Infrastructure

### a. Access

Primary access to the property will be from US Highway 40. There will be several access points proposed as shown on the circulation plan. There is about one mile of site frontage on Highway 40 to ensure safe and adequate separation of intersections to the project. Highway 40 is classified as a Minor Arterial by the Nevada Department of Transportation (NDOT) and as a Moderate Access Control Arterial in the RTC Regional Transportation Plan. It is expected that several deceleration lanes will be added for project access when design is more defined. Right

### 4. Design Standards

#### a. Introduction

This chapter addresses the development standards for the West Meadows PUD land use categories. The property is designated Commercial, Single Family and Open Space. The Commercial area is located to take advantage of future access points on Old Highway 40 while ample property is envisioned for development. Flexibility to accommodate wide ranging market conditions is intentional with this plan that will allow a mix of commercial and residential opportunities along with employment generating uses. A conceptual land use plan with acreages and estimated building square footage and densities is provided in Table 1, "Proposed Land Uses."

Development standards are provided for the three compatible land use categories: Single Family, Open Space and Commercial. The allowed uses, building height, setbacks, density/intensity, etc. that will guide future development of the West Meadows PUD are addressed within each land use area. Any development in the Open Space area is restricted to those uses allowed in RMC 18.08.202.

#### b. Land Use Categories

Summaries of the three land use categories are provided as follows:

##### 1. Single Family

A total of 98.6 ± acres of the property are designated for single family uses. Access to this area will be from several street connections to Old Highway 40. The maximum density for the single family land use is 5 dwellings per gross acre of Single Family usable acreage and total residential dwelling unit count shall not exceed 493 units. The PUD allows a minimum lot size of 4,000 square feet. This is to provide flexibility and allow entry to several different market segments. Several phases of single family development are expected and will be well defined with processing of tentative subdivision maps and related special use permits if triggered by grading (i.e. excess cuts/fills), disturbance of a major drainageway, or any other threshold. Development of single family homes, including accessory structures, shall apply those standards associated with the closest related single family zoning designation based on lot size.

##### 2. Commercial

The Commercial area consists of 10± acres with 4 acres providing supporting commercial activity for the development and 6 acres for expanded low intensity commercial uses. Access to this area will be directly from US Highway 40 and at the south end of the property. A north/south roadway is also anticipated to extend into the single family areas to the north.

The maximum FAR is .25 ~~and has been used for planning purposes~~ for the 4 acre Commercial component and establishes the maximum allowed commercial area. The Commercial area is

intended as support neighborhood commercial, community commercial and possibly some office, employment, or live/work type of residential in the area. This means large retail establishments as defined in RMC 18.24.204.2390 are prohibited. The expanded commercial area (maximum of 6 acres) is intended to be low intensity with a maximum 10% FAR based on the uses shown in Table 2.

**c. Permitted and Prohibited Uses**

The specific uses permitted, as well as prohibited in the various PUD land use categories are listed in Table 42, Table of Uses Permitted and Prohibited Uses.

**Table 2 - Permitted and Prohibited Uses**

**Commercial (4 acre area)**

The land uses described under "AC" in RMC Table 18.08-5 shall apply with the following exceptions:

**Prohibited Uses**

Animal Clinic, Shelter, Hospital or Boarding/Kennel
Auto Repair Garage and Paint and Body Shop
Automobile & Truck Sales and Mobile Home, RV, Boat & Trailer Sales or Rental
Automobile Rental
Call Center
Car Wash
Drive-through Facility
Laboratory
Sale of Low Volume Bulky Goods
Gas Station
Pawn Shop
Tattoo Parlor
Sports Arena, Stadium, or Track
Motel
Blood/Plasma Donor Center
Cemetery/Mausoleum
College, University, or Seminary
Funeral Parlor
Hospital, Acute & Overnight Care
School Secondary (Public or Private)
School, Vocational or Trade
Collection Station
Crematorium
Helipad
Mini Warehouse
Drive-through Facility for Food & Beverage
<b>Uses Allowed by Right (No SUP required)</b> when a minimum of 200' separation from any residential use or residential property line.

Bar
Country Club, Private
Uses operating between 11pm and 6 am
Pool & Billiard parlor
<b>Uses Requiring a Site Plan Review:</b>
Indoor Manufacturing, Processing, Assembly, or Fabrication
<b>Uses Requiring a Special Use Permit:</b>
Multi-family, Single Family, Attached/Condominium/Townhouse, Single Room Occupancy, and Hotel in the commercial area.
<b>Expanded Commercial Permitted Uses (maximum of 6 acres):</b>
Wedding Chapel (With SUP)
Building & Landscaping Material Yard
Plant Nursery/Garden Supply
Commercial Amusement/Recreation (Outside) (With SUP)

**d. Development Standards**

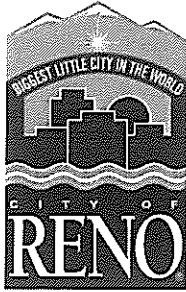
The following section provides development standards for the land uses within the West Meadows PUD. General standards for density/intensity; lot sizes; yards and setbacks; parking; landscaping; lighting and screening are addressed in Table 3: Development Standards. Standards relating to architecture; fencing; signage and pedestrian access are subsequently presented in a narrative format.

**1. General Standards**

**Table 3: Development Standards**

<b>Single Family</b> - Each project shall be evaluated under the Residential standards listed in RMC Table 18.12 - "Single Family Residential Zoning Districts - Bulk/Dimensional & Density Standards" unless provided in this table. Development of single family homes, including accessory structures, shall apply those standards associated with the closest related single family zoning designation based on lot size.	
<b>Density/Intensity (units per acre)</b>	
5 du per acre for the Single Family area (not to exceed 493 residential dwelling units)	
<b>Lot Size Standards</b>	
Minimum Lot Size	4,000 square feet
Minimum Lot Width	35'
<b>Yard and Setbacks <sup>1</sup></b>	
Exterior (perimeter) boundary of PUD	15 feet
<b>Commercial</b> - Each project shall be evaluated under the AC standards listed in RMC Table 18.12-3 "Commercial and Mixed Use Zoning Districts - "Bulk/Dimensional & Intensity Standards" unless otherwise approved in this table.	
Front	10 feet
Side	0 or 10 feet
Rear	0 or 10 feet
Separation between buildings	10 feet





# CITY OF RENO

## Planning Commission

May 7, 2014  
Staff Report

Agenda #

VII-3

Ward #

5

**CASE NO.:** LDC14-00023 (West Meadows Estates)

**APPLICANT:** Rob Fitzgerald

**APN NUMBER:** 038-830-03, 04, 05, 06 & 038-111-02

**REQUEST:** This is a request for a:

- 1) Master Plan amendment to change the Master Plan land use designation from Single Family Residential on  $\pm 104.5$  acres, Unincorporated Transition on  $\pm 15.5$  acres and Open Space on  $\pm 79$  acres to Special Planning Area on  $\pm 199.1$  acres; and
- 2) Zoning map amendment to change the zoning from LLR1 (Large Lot Residential – 1 acre) on  $\pm 78.1$  acres, UT40 (Unincorporated Transition – 40 acres) on  $\pm 79$  acres, SF15 (Single Family Residential – 15,000 Square Feet) on  $\pm 26.4$  acres and Open Space on  $\pm 15.5$  acres to PUD (Planned Unit Development) to allow development of  $\pm 98.6$  acres of single family uses with up to 493 single family residential units with a gross density of  $\pm 5$  units per acre,  $\pm 10$  acres of commercial uses with a maximum gross floor area of 100,000 square feet and  $\pm 90.5$  acres of open space uses.

This is a Project of Regional Significance as the proposed uses will generate more than 187,500 gallons of sewage per day ( $\pm 518,000$  gallons per day) and more than 6,250 average daily trips ( $\pm 9,079$  average daily trips).

**LOCATION:** The subject area includes five parcels located north of US Highway 40 totaling  $\pm 199.1$  acres in an area spanning  $\pm 1,500$  feet west and  $\pm 3,500$  feet east of the intersection of Summerset Drive and US Highway 40.

**PROPOSED MOTIONS:**

1. Based upon compliance with the applicable considerations I move to adopt the amendment to the Master Plan by

resolution, and recommend City Council do the same, subject to conformance review by the Regional Planning Agency.

2. Based upon compliance with the applicable findings I move to recommend that the City Council approve the zoning map amendment by ordinance and modify the PUD to exclude the ten acres of commercial land uses subject to approval of the Project of Regional Significance by the Regional Planning Commission and Condition A.

**RECOMMENDED CONDITIONS OF APPROVAL:**

- A. Approval of the West Meadows Estates Planned Unit Development is subject to any modifications made by the Planning Commission and City Council at their respective public hearings. The revisions shall be incorporated into the PUD Handbook and submitted to staff in both paper and two electronic versions (PDF and Word) for review within two (2) months of the date of City Council approval; and certified by the City Council within four (4) months of the date of an approval by the Regional Planning Commission as a project of Regional Significance. Failure by the applicant to adhere to these deadlines shall render this approval null and void.

**BACKGROUND:**

The applicant is proposing a Planned Unit Development (PUD) to entitle the development of up to 493 single family homes, ten acres of commercial uses and ±90.5 acres of open space uses adjacent to State Route 40, ±.5 miles east of Bridge Street and north/east of the Truckee River (**Exhibit A**). Several land use entitlement requests have been processed on the subject site since 2001. In September of 2001, Washoe County approved a 159 lot subdivision with common open space; however the map was allowed to expire. The site was subsequently annexed to the City of Reno on March 26, 2003 where the current City land use and zoning designations were directly translated from those assigned in Washoe County. In December of 2003, the Reno Planning Commission approved a 159 unit tentative map subdivision with associated special use permits for cuts and fills, cluster development and crossing of major drainageways. This approval was substantially the same design as the Washoe County subdivision and evaluated under the Cooperative Planning Criteria in place at that time. All previous land use entitlements have since expired.

The applicant submitted an initial application on October 14, 2013 to amend the onsite Master Plan designations to Mixed Residential, Urban Residential/Commercial and Parks/Recreation/Open Space and the zoning designations to SF6 (Single Family Residential - 6,000 Square Feet), AC (Arterial Commercial) and OS (Open Space). A

noticed neighborhood meeting was held on November 20, 2013 to discuss the original project concept. The proposal was resubmitted on January 13, 2014 to change the Master Plan designation to Special Planning Area and zoning to facilitate a cohesive Planned Unit Development concept.

Utilizing the PUD zoning will comprehensively address the following issues:

- 1) Provide specific details as to how services and facilities will be provided; and
- 2) Provide specific details as to how project design, environmental analysis, park/trail construction, traffic mitigation, "dark sky lighting," etc., would be addressed as the property develops.

Details of these issues are discussed in subsequent sections of this report and/or provided in the proposed PUD Handbook.

As proposed, the PUD would allow up to 493 single family residential dwelling units with a gross density of 5 units per acre,  $\pm 10$  acres of commercial uses with a maximum gross floor area of 100,000 square feet and  $\pm 90.5$  acres of open space uses. Residential lot sizes will be varied, with minimum lot sizes of 4,000 square feet. The PUD does not specify where the distribution of lot sizes will occur; however, given the 98.6 acres of area assigned to single family designation and maximum density of 5 units per acre, variation in lot size is assured and would be determined during tentative map review. PUD standards modify SF6 and AC zoning to accommodate more specific density, site/building design and place restrictions on allowed commercial uses consistent with the PUD Handbook's stated objectives. Standards address all residential and nonresidential components (architecture, landscaping, setbacks, building height, trails, signs, fencing, etc.). Areas designated as Open Space will adhere to existing RMC OS standards.

Subdivisions of land will be reviewed through the tentative or parcel map process with associated special use permits (SUP) for disturbance of major drainageways and cuts and fills of 20/10 feet or more as necessary. Standards to address development related to Hillside Development have been incorporated into the PUD and would not require an SUP.

#### **ANALYSIS:**

##### **Key Issues:** Land Use Compatibility and Site Environmental Design

**Land Use Compatibility:** With the exception of two water towers and associated infrastructure to the north, the properties to the north and east are currently vacant and assigned Washoe County's General Rural zoning designation and the City's OS and SF6 zoning within the Mortensen-Garson overlay designation. The properties to the south of the plan area (described west to east) include a mobile home park in the MF14

zone; the River Oaks (Glen Meadows) residential subdivision; a vacant lot owned by Washoe County zoned SF6 and the River Belle Mobile Home Park with a Master Plan designation of Urban Residential/Commercial. Zoning on the River Belle property would translate to the City's CC (Community Commercial) upon annexation. Properties to the west include an undeveloped residential subdivision with the Single Family Residential land use designation and industrial properties.

The property is relatively flat (mostly 0% to 10% grade) where development is planned and slopes more intensely to the north where open space corridors are designated. Areas of the site that feature significant slopes and ridgelines, 100 year flood hazard areas, major drainageways and potential wetlands have been avoided and assigned the Open Space designation discussed further under the Urban/Environmental Design heading (**ZMA findings a, b and f**).

Provisions are contained in the PUD Handbook to limit construction activity to 7:00 a.m. to 6:00 p.m. Monday through Saturday. This restriction includes grading activity and road construction.

*Single Family Residential Designation:* As proposed, the Single Family designation within the PUD Handbook is capped at 5 units per acre and consistent with or less intense than the residential intensity of adjacent zoning designations. Residential zoning surrounding the site includes SF6 within the Mortensen-Garson Overlay to the north and east, a ±13 acre parcel zoned SF6 to the south and the existing River Oaks (Glen Meadows) ±171 lot residential subdivision with a median lot size of 6,000 square feet in a pocket of unincorporated Washoe County. To the southeast of the project is a ±7.2 acre parcel zoned MF14 (Multifamily – 14 units per acre). The project would help meet projected population and associated housing needs of the City as documented in the City's Population Plan. Between now and 2030 housing for ±34,000 people located outside of the City's Regional Centers and TOD Corridors will be needed. This project, at full build out (projected 2024) will house ±1,085 people based on current estimations of 2.2 people per household (**ZMA findings g, j and l**).

*Commercial Designation:* The PUD proposes ±10 acres of commercial development with a maximum gross floor area of ±100,000 square feet that allows uses and development that are modified from the standard AC zone to remove the most intense land uses. **Exhibit B** illustrates those uses allowed in the standard AC zoning district with strikes through those uses that would be prohibited within the PUD Handbook. The Handbook outlines design guidelines and standards for commercial development that complements the more rural Verdi aesthetic, specifically prohibits large retail establishments (i.e. big box stores) and identifies structural variations in size, height, style and bulk of buildings. Access is proposed from Highway 40 and the single family designation to the north. Consistent with existing code, a special use permit for most intensive uses such as apartments and hotels is required.



Because the project is within the Cooperative Planning Area as defined in the Truckee Meadows Regional Plan, this project was reviewed for comment by Washoe County Community Development staff (**Exhibit E.1**). County staff opposes the ten acre commercial component because it is perceived as “detrimental to what the County is trying to accomplish in the commercial area of Verdi.” As proposed, staff recommends that the commercial component be removed or significantly modified based on zoning map amendment finding m, which requires that approval will “...ensure the protection of existing neighborhoods and communities, including the protection of rural preservation neighborhoods.”

The Planning Commission may recommend that the commercial component be approved as submitted, replaced with the Single Family designation, or otherwise modified. The Land Use Plan identifies the NC zone as typically appropriate for commercial area of *less than four acres* limited to uses supporting residential development such as fitness centers, offices, small-scale retail and restaurants. Staff would support a commercial component if reduced to  $\pm 4$  acres at .25 FAR with the option to include up to six additional acres if they are specifically restricted to low intensity business such as nurseries and building/material yards. The intention is to allow for supporting neighborhood commercial uses on the project site without creating an area wide community commercial type designation that may significantly detract from the commercial viability of the adjacent Verdi Village Center.

An additional concern is the existing  $\pm 9$  acres of CC zoning already established (upon annexation) southeast of the project area. As proposed, this would result in  $\pm 19$  acres of adjacent commercial zoning outside of the Verdi Village Center. As an option for potential support of the ten acres of commercial as proposed, staff had suggested that an independent economic study be provided to determine the impact and viability of additional commercial land uses in the area, which was not provided (**ZMA finding m**).

Urban/Environmental Design: These issues are addressed in the development standards contained in the PUD Handbook. As residential tentative maps/special use permits and commercial building permits are processed, they will be reviewed for conformance with PUD standards. The following discussion outlines the various site design and environmental issues addressed by the PUD Handbook.

There are four on-site major drainageways that have been assigned the OS designation with the full width of the 100 year flood designation offset 15 feet on each side. Any future disturbance or crossings of these drainageways are subject to approval of special use permits and will utilize the City's Drainage Way Protection standards (**ZMA finding a**). Staff originally expressed concern with the assignment of the 2.3 acre single family designation in the northwest corner of the site given the potential land disturbance required to access and minimal residential yield. The applicant has provided a topographic map at 1/60 scale of the potential road crossing illustrating what would likely be minimal disturbances along the existing road access to this portion of the site

**(Exhibit C).** Access would be further analyzed through the required drainageway SUP process and subject to Planning Commission approval **(ZMA findings b and i).**

To address potential impacts to wildlife resulting from development of the property, provisions have been added to the PUD Handbook to require that a wildlife mitigation plan be prepared in coordination with the applicant, City staff, Nevada Department of Wildlife and the United States Fish and Wildlife Service, with final approval by the Planning Commission during review of the first tentative map. In addition, a noxious and invasive plant species plan is required with the first tentative map to avoid introduction and spreading of further detrimental species to surrounding areas.

The Nevada State Department of Cultural Affairs has performed a general inventory of the location in the 1980's and identified five archeological sites within the project area. Accordingly, the PUD requires that a preliminary cultural resource study and a State Historic Preservation Office letter be submitted to staff indicating that an inventory has been completed and that all other agency requirements have been met prior to any further development of the site.

The PUD contains provisions to utilize Low Impact Development (LID) techniques in the design and construction of all aspects of the project and requires subdivision design to incorporate optimum solar design opportunities **(ZMA findings c and d).**

The Handbook requires "dark sky" lighting techniques to minimize its visual impacts and utilizes the same detailed standards identified within the Mortensen-Garson Plan, which were collaboratively developed with Verdi community stakeholders.

The site is considered Hillside Development because more than 25% of the area has slopes exceeding 15% (33%). However, the plan focuses development to the 0 to 15% portions of the site and designates areas with significant topography and drainageways as Open Space in an amount far exceeding what would be required through existing regulations. Because Hillside Development standards have been addressed in the PUD Handbook, no special use permit is required to evaluate potential constraints and compliance.

There are two Regional Utility Corridors located on the site that carry 120kv electrical transmission lines. The line located on the north of the property will remain within the Open Space designation. The line on the southwest portion of the site is intended to be relocated along the project perimeter subject to a Regional Plan amendment approved by the Regional Planning Governing Board, approval of a special use permit for major utilities and approval by NV Energy. Minimum setbacks from all existing and any approved future alignments must be consistent with RMC 18.08.202(e)12 "Utilities, Major," limited to passive uses and may not be less than ten feet. If realignment of the southwest corridor is not approved, the project subdivision will be designed around the utility easement with appropriate setbacks subject to Planning Commission approval.

Public Safety: Based on comments received from Reno Fire Department staff, the project area has a response time between 8 and 9 minutes from Reno Fire Station Number 11 and would require mitigation to appropriately service as specified in the Public Services, Facilities and Infrastructure Plan. As such, the PUD provides language stating that the developer and the City will enter into a written agreement at the initial approval of the first project tentative map or elect to pay any fire facility impact fees that may be in place at that time. This agreement will require the developer to provide a Type I Triple Combination Pumper Engine to serve the project area prior to final map approval of the 250<sup>th</sup> residential lot. Additionally, the applicant is required to develop a "defensible space" program to be approved by the Fire Department and demonstrate adequate water supply and fire department access in accordance with current International Fire Code standards.

The project has been reviewed by Reno Police Department staff. The site is adjacent to an existing patrol area and within the ten minute response time. A "calls for police service" report is attached and generally illustrates a low crime service area with the top three police responses being for traffic, vehicle checks and shots fired (**Exhibit D**).

Public/Private Improvements:

Water: The project site is located within the Truckee Meadows Water Authority (TMWA) and is proposed to be served by main extension from the Verdi Business Park. Adequate provision of water is required prior to approval of any subdivision of land or applicable building permit.

Sanitary Sewer: The project is located within the City of Reno Service District and is served by the Truckee Meadows Water Reclamation Facility with adequate capacity to serve the project. An approved Sanitary Sewer Report is required prior to approval of each development permit to ensure that adequate facilities are provided and all on and off site sanitary sewer improvements must be completed and functional prior to the issuance of any certificate of occupancy.

Hydrology: The PUD requires an approved Hydrology Report addressing on and off site storm water flows, detention and facility capacities for the pre and post development site conditions prior to approval of each development permit.

Open Space and Trails: The project will include a significant public trail network featuring two trail heads with public parking, expanded river access and a direct approach to a proposed park required within Planning Area 1 of the Mortensen-Garson plan at the northeast portion of the subject site. An overall schematic master trails plan is required with the first tentative map and all improvements must be installed by the 100<sup>th</sup> residential building permit (**ZMA finding e**).

Traffic and Access: The proposed project will generate approximately 9,079 average daily trips and as many as 880 peak hour trips that will impact the existing street

network within the project vicinity. The traffic study indicates a current Level of Service (LOS) B for the roadway section of Highway 40 immediately east of the site, which will be impacted the most from future development of the proposal. Even though the traffic study uses very conservative methodologies in estimating future traffic growth and trip generation assumptions, Highway 40 is still demonstrated to function at LOS C in the year 2033. LOS D is the preferred minimum LOS for this roadway classification.

The Handbook provides provisions ensuring appropriate encroachment permits from the Nevada Department of Transportation (NDOT) prior to issuance of any City permit for applications proposing site access, grading, drainage, sanitary sewer, utility or roadway improvements within State right-of-way for Highway 40. Additionally, traffic study updates are required to provide analysis and review of the site plan and proposed mitigations for project generated impacts on the adjacent roadway network, site accesses and pedestrian routes.

Circulation: As proposed site circulation is adequate. As the project develops, this issue will be addressed in accordance with City codes and the PUD standards.

Project of Regional Significance: This is a Project of Regional Significance (PRS) as the proposed uses will generate more than 187,500 gallons of sewage per day ( $\pm 518,000$  gallons per day) and more than 6,250 average daily trips ( $\pm 9,079$  average daily trips). The applicant will construct all necessary infrastructure improvements related to sewer and traffic impacts. A traffic report detailing the impacts, improvements and mitigations required for the project has been reviewed by City staff. The report and conditions added in the PUD Handbook adequately address traffic and sewer impacts, improvements and mitigations necessary to develop this property as proposed (**ZMA findings h and k**).

Master Plan: The project is consistent with the proposed Special Planning Area Master Plan Land Use designation. This designation allows for any individual land use or combination of land uses which are compatible and complimentary within the project boundary and with adjoining properties. In this case the designation is appropriate for large land holdings which could be developed with a mix of land uses and for areas undergoing a transition to more intense development.

As proposed and with recommended conditions, the project appears to be consistent with the following applicable Master Plan policies: H-9 - ...disperse housing types and sizes throughout the City...; E-2 - ...require a special use permit for all activities that disturb natural drainage courses; E-4 - ...no net loss of wetlands, stream environments, playas, stream fed riparian and non-404 wetlands in the city in terms of both acreage and value...; E-5 - the City recognizes the importance of significant fish and wildlife habitats, especially in areas adjacent to wildlands, and should work to mitigate the adverse effects of development; E-6 - ... identify and protect the functions of significant hydrologic resources and major drainageways...; E-11 - All natural drainageways... should be retained and restored to function as infiltration basins to allow for



groundwater recharge and, where possible, to facilitate wildlife movement; E-13 - The City should make provisions such as buffers or open corridors for deer migration ...; E-16 - The City should ensure that development applications that may impact threatened or endangered species and/or wildlife migration corridors are submitted to and reviewed by the appropriate agency for review and comment; E-22 - The City should endeavor to minimize the impact of development on archaeological resources; E-31 - The City should promote the protection, conservation, and acquisition of significant wildlife habitats, environmentally significant lands (i.e., wetlands and stream environments), prominent ridgelines, and other natural and scenic ....; GI-7 -...require that new development pay the full cost of all public improvements required by the development within the boundaries of that development; GI-17 - ...endeavor to preserve the viability of existing and future utility corridors and sites to accommodate new or expanded infrastructure by requiring a minimum setback of ten feet on each side of existing regional utility corridors...; GI-19 -... ensure that the edge of an easement associated with a new or expanded above ground or underground electrical transmission line is a minimum of ten feet from existing structures; WWW-1 - ...approve final maps and building permits only when adequate water capacity is procured by the developer and will reserve sewage treatment capacity for final maps and building permits only upon payment of sewer connection fees; T-1 - ...encourage pedestrian and bicycle access and parking in commercial developments, employment centers, residential areas, and corridors between these uses; F-8 - ...review development plans for urban/wildland interface issues to ensure that applicable weed management, public safety service provision, wildland fire management, and fuels reduction issues are addressed as appropriate; P&R-3 - ...acquire land along the Truckee River for the purpose of park and trail development; CD-3 - ...encourage PUD zoning, flexible lot sizes and clustering when they provide open space, protect sensitive environmental resources and scenic vistas; CD-15 - ...encourage the clustering of services in locations convenient to neighboring residential areas in order to promote fewer vehicle trips; CD-16 - ...encourage the development of attractive landscaping and green spaces... along arterial streets; CD-33 - master planned communities, in undeveloped areas and larger developing areas, should contain a center focused upon a green or park, commercial uses like retail and small offices, civic and religious buildings, and a range of housing types all within a five minute walking distance of one another; BD-1 - development density, building mass and architectural details-should be sensitive to the context, scale and texture of surrounding development patterns and structures; SD-1 - design of neighborhood commercial centers should be sensitive to adjacent residential areas; SD-2 - commercial centers should incorporate compatible architecture, color, signs and landscaping; SD-15 - ...encourage all development to be energy efficient, and encourage site design which takes advantage of passive solar opportunities; SD-16 - new development should be designed to allow public access through to adjoining public open space; SD-22 - ...require the implementation of Low Impact Development (LID) standards, where appropriate, for managing post-construction storm water run-off.

General Code Compliance: As proposed, the standards in the PUD are consistent with City Code.

Other Reviewing Bodies (Exhibit E):

Washoe County Community Development Department (E.1): The entire Verdi Area is located within the Cooperative Planning Area identified in the Truckee Meadows Regional Plan and in Reno Municipal Code. In the spirit of Cooperative Planning, Washoe County staff have reviewed this request and provided an analysis of key Verdi Area Plan policies in relation to the project site. The Verdi Area Plan was adopted in 2010 after an extensive planning process and features boundaries that interface with the PUD Handbook immediately to the south and west. Reno staff has evaluated the County's concerns and believes that, with the removal or modification of the commercial component as discussed above, the proposed PUD Handbook sufficiently addresses the stated policies of the Verdi Area Plan and the specific concerns listed by County staff.

Washoe County School District (WCSD) (E.2): Agency comments outline concerns over school capacity issues at Verdi elementary school based on current and projected enrollment. The applicant has included language in the PUD Handbook to ensure a development agreement is established between the WCSD and the Master Developer to construct and dedicate a permanent modular classroom should school capacity remain an issue prior to completion of the PUD Handbook.

Nevada Department of Wildlife (NDOW): NDOW staff provided comments during the original Master Plan/Zone Change submittal and expanded comments within the Environmental Assessment produced by JBR in Appendix A of the PUD. Their concerns pertain to the severe decline in mule deer population in the area due to factors such as loss of habitat through human encroachment, mortality on the highways and wildfires destroying winter range. They encouraged the cooperative development and implementation of a mitigation plan outlining measures to 1) Alleviate human wildlife issues as well as habitat improvement to help stabilize the Loyalton-Truckee Deer Herd by offsetting the habitat impacted by the project; 2) Encourage implementation of a noxious and invasive species plan to help avoid introduction and spreading of detrimental species; 3) Maintain open access of Bull Canyon Road; and 4) Maintain a 50 to 75 foot buffer along the Truckee river for public access. All of these concerns have been addressed in the PUD Handbook.

Washoe County Health District (E.3): As applicable, the applicant will be required to comply with Health District regulations related to drainageway storm/nuisance water conveyance design mitigation; specific catch basin design; required LID pretreatment catchment areas and low flow catchment areas within detention basins and flood control channels. Additionally, the Handbook requires disclosure of potential mosquito/midge interface that could affect residents of the plan area.

These and all other Health Department issues related to dust control; storm water discharge; provision of sewer and water service will be addressed via the land subdivision and/or building permit process.

Regional Transportation Commission (E.4): RTC comments are consistent with the project design.

Neighborhood Meeting (Exhibit F): Noticed neighborhood meetings are required by NRS for Master Plan amendments prior to Planning Commission hearings. The applicant held an initial meeting on November 20, 2013 to discuss the initial Master Plan and zoning map amendment proposal, with over 33 people in attendance. A second neighborhood meeting was held to discuss the current PUD Handbook proposal on March 12, 2014 with over 24 people in attendance. Both meetings were held at Verdi Elementary School.

Citizen Comments (Exhibit G): Written comments received from the public prior to report publication are included. Any further written correspondence will be forwarded to the Planning Commission and included in the public record.

AREA DESCRIPTION			
	LAND USE	MASTER PLAN DESIGNATION	ZONING
NORTH	Vacant, Water Towers	Special Planning Area – Mortensen-Garson Neighborhood Plan and General Rural (Washoe County)	SF6 and GR
SOUTH	Old Highway 40, Single Family Homes, Mobile Home Community, Vacant Land	Unincorporated Transition, Urban Residential/Commercial, Single Family Residential, Mixed Residential and Low Density Urban	MF14/MH Overlay, SF6, CC, GR and LDU (Washoe County)
EAST	Vacant	Special Planning Area – Mortensen-Garson Neighborhood Plan	SF6 and OS
WEST	Vacant Single Family Parcels, Industrial Manufacturing and Truckee River	Single Family Residential, Verdi Area Plan	UT40, I, PSP (Washoe County)

#### LEGAL REQUIREMENTS:

RMC 18.05	Master Plan Amendments
NRS 278A.410	Planned Developments
NRS 278A.500	Planned Developments
RMC 18.06.403	Planned Unit Development Review
RMC 18.06.404(d)(1)	Zoning Map Amendment

**MASTER PLAN CONSIDERATIONS:**

**For the Planning Commission:**

- (a) Bears relation to the planning and physical development of the City; and
- (b) Is so prepared that it may be adopted by the City Council as a basis for the physical development of the City.

**For the City Council:**

- (a) As may be applied practically to the physical development of the City for a reasonable period next ensuing will:
  - 1. Serve as a pattern and guide for that kind of orderly physical growth and development of the City which will cause the least amount of natural resource impairment;
  - 2. Conform to the adopted population plan and ensure an adequate supply of housing, including affordable housing; and
  - 3. Form a basis for the efficient expenditure of funds relating to the subjects of the City of Reno Master Plan.
- (b) Master plan amendments shall not be in effect prior to the Truckee Meadows Regional Planning Commission finding the master plan amendments conform to the Truckee Meadows Regional Plan.

**FINDINGS:**

PUD Planned Unit Development: Findings of fact required for approval of a PUD (Planned Unit Development): In addition to the City's zoning map amendment findings, the Planning Commission and City Council must make the findings that the project is consistent with NRS 278A.410 2(a), (b) and (c), 278A.500 1-7, and 278A.510. These findings are listed below:

NRS 278A.410 - Modification of plan by city or county. All provisions of the plan authorized to be enforced by the city or county may be modified, removed or released by the city or county, except grants or easements relating to the service or equipment of



a public utility unless expressly consented to by the public utility, subject to the following conditions:

2. No modification, removal or release of the provisions of the plan by the city or county is permitted except upon a finding by the city or county, following a public hearing that it:
  - (a) Is consistent with the efficient development and preservation of the entire planned unit development;
  - (b) Does not adversely affect either the enjoyment of land abutting upon or across a street from the planned unit development or the public interest; and
  - (c) Is not granted solely to confer a private benefit upon any person.

NRS 278A.500 Minute order: Findings of fact required. The grant or denial of tentative approval by minute action must set forth the reasons for the grant, with or without conditions, or for the denial, and the minutes must set forth with particularity in what respects the plan would or would not be in the public interest, including but not limited to findings on the following:

1. In what respects the plan is or is not consistent with the statement of objectives of a planned unit development.
2. The extent to which the plan departs from zoning and subdivision regulations otherwise applicable to the property, including but not limited to density, bulk and use, and the reasons why these departures are or are not deemed to be in the public interest.
3. The ratio of residential to nonresidential use in the planned unit development.
4. The purpose, location and amount of the common open space in the planned unit development, the reliability of the proposals for maintenance and conservation of the common open space, and the adequacy or inadequacy of the amount and purpose of the common open space as related to the proposed density and type of residential development.
5. The physical design of the plan and the manner in which the design does or does not make adequate provision for public services, provide adequate control over vehicular traffic, and further the amenities of light and air, recreation and visual enjoyment.
6. The relationship, beneficial or adverse, of the proposed planned unit development to the neighborhood in which it is proposed to be established.

7. In the case of a plan which proposes development over a period of years, the sufficiency of the terms and conditions intended to protect the interests of the public, residents and owners of the planned unit development in the integrity of the plan.

NRS 278A.510 Minute order: Specification of time for filing application for final approval. Unless the time is specified in an agreement entered into pursuant to NRS 278.0201, if a plan is granted tentative approval, with or without conditions, the city or county shall set forth, in the minute action, the time within which an application for final approval of the plan must be filed or, in the case of a plan which provides for development over a period of years, the periods within which application for final approval of each part thereof must be filed.

Zoning Map Amendment: General zoning map amendment requirements. In order to approve any zoning map amendment, the Planning Commission and City Council shall find that the zoning is in accordance with the Master Plan for land use and be designed, as applicable:

- a. To preserve the quality of air and water resources.
- b. To promote the conservation of open space and the protection of other natural and scenic resources from unreasonable impairment.
- c. To consider existing views and access to solar resources by studying the height of new buildings which will cast shadows on surrounding residential and commercial developments.
- d. To reduce the consumption of energy by encouraging the use of products and materials which maximize energy efficiency in the construction of buildings.
- e. To provide for recreational needs.
- f. To protect life and property in areas subject to floods, landslides and other natural disasters.
- g. To conform to the adopted population plan, if required by NRS 278.170.
- h. To develop a timely, orderly and efficient arrangement of transportation and public facilities and services, including public access and sidewalks for pedestrians, and facilities and services for bicycles.
- i. To ensure that the development on land is commensurate with the character of the physical limitations of the land.

- j. To take into account the immediate and long-range financial impact of the application of particular land to particular kinds of development, and the relative suitability of the land for development.
- k. To promote health and the general welfare.
- l. To ensure the development of an adequate supply of housing for the community, including the development of affordable housing.
- m. To ensure the protection of existing neighborhoods and communities, including the protection of rural preservation neighborhoods.
- n. To promote systems which use solar or wind energy.
- o. To foster the coordination and compatibility of land uses with any military installation in the city, county or region, taking into account the location, purpose and stated mission of the military installation.

Staff: Nathan Gilbert, AICP, Associate Planner



# LDC14-00023 (West Meadows Estates)

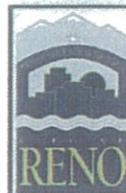
 Subject Site

 City Limits



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Feet

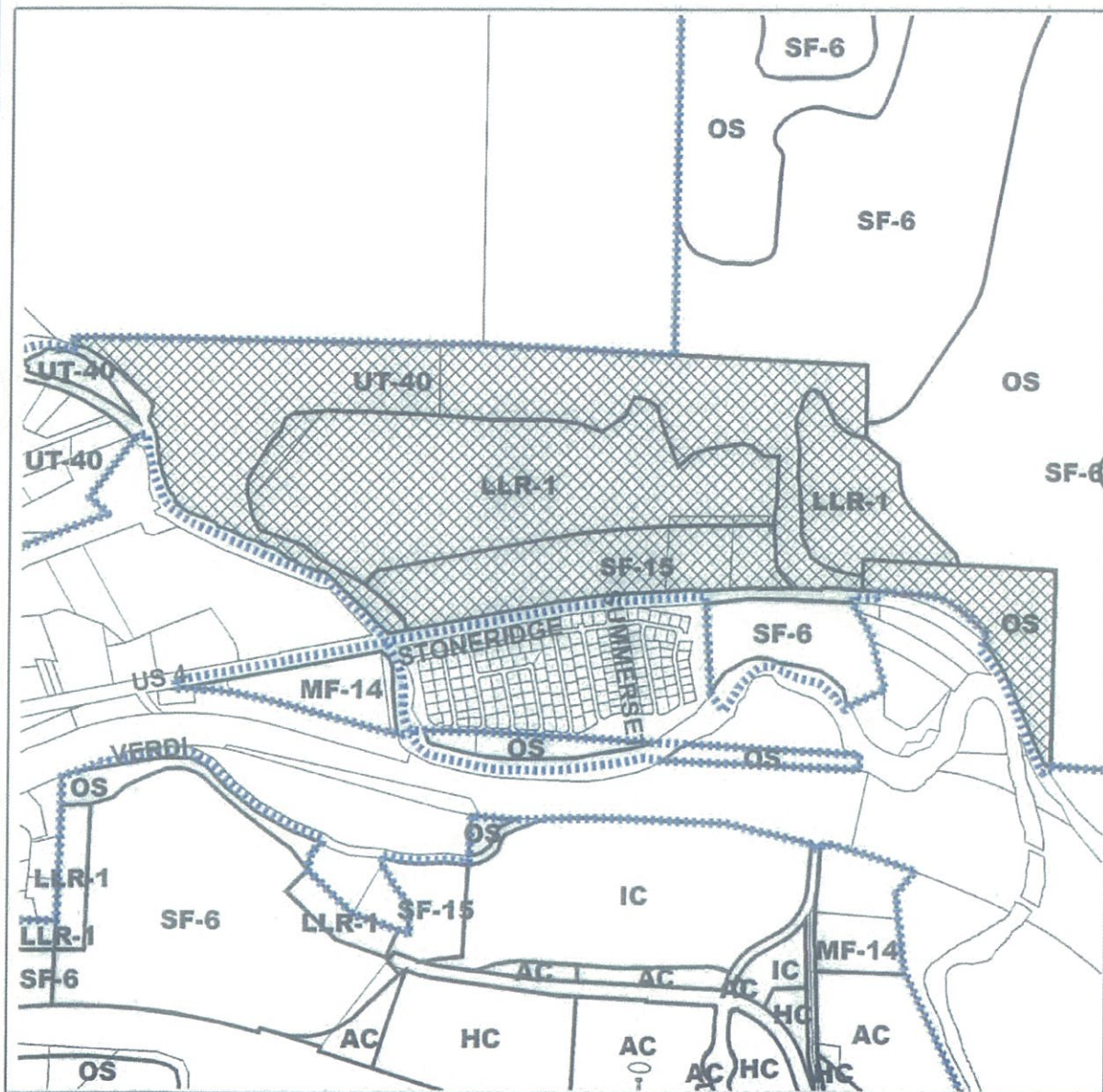
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Map Produced: April, 2014



Community Development  
Department

1 East First Street Phone: 334-2063  
P.O. Box 1900 Fax: 334-2043  
Reno, NV 89505 [www.cityofreno.com](http://www.cityofreno.com)

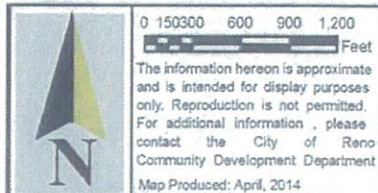




# LDC14-00023 (West Meadows Estates)

 Subject Site

 City Limits



**Community Development Department**

1 East First Street Phone: 334-2083  
P.O. Box 1900 Fax: 334-2043  
Reno, NV 89505 www.cityofreno.com

**RENO**

West Meadows PUD

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# WEST MEADOWS

## Planned Unit Development Handbook

PREPARED FOR:  
CITY OF RENO  
1 EAST FIRST STREET  
RENO, NV 89505

Draft revised on 4-28-14

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Appendix E - Traffic Study by Krater Consulting (dated October 2013)



### 1. Project Description

#### a. Introduction

The West Meadows PUD includes 5 parcels and 199.1± acres. The project site is located on Old Highway 40 in Verdi, and is roughly 1.35 miles from the westbound off-ramp of the I-80/East Verdi interchange. It is bordered by the Truckee River to the west, the entire south boundary is along Highway 40, and to the north & east is the approved Mortensen-Garson PUD. (See Figure 1, Vicinity Map).

Current access to the site is available from Highway 40 which will be the sole access to the property at several locations. Property to the north and east is owned by private parties. Property to the south directly across the highway is the River Oak Subdivision (Glen Meadows Village), a small lot single family community.

The development plan for the West Meadows PUD builds upon the Verdi Area Plan goals and adjacent uses or planned uses to the north and south and will offer a mix of commercial and residential uses. This Planned Unit Development Handbook (PUD) represents the design standards to guide development of the 199.1± acre site.

#### b. Objective

The objective of the West Meadows PUD is to establish design standards and expectations with development of the property and address the following:

- Establish a nice residential community that respects the natural environment and provides a mix of single family housing opportunities.
- Establishment of a high quality commercial center that includes commercial, and some possible office and employment opportunities consistent with Verdi character;
- Sensitivity and compatibility with adjacent uses to the north, east and south;
- Pedestrian connectivity through the Open Space toward the Truckee River and adjacent single family land to the north and throughout the site.
- Utilization of sensitive grading with respect to the hillside environment, the varied topography, and the drainage ways traversing the property; and
- Future roadway realignments and extensions if appropriate.

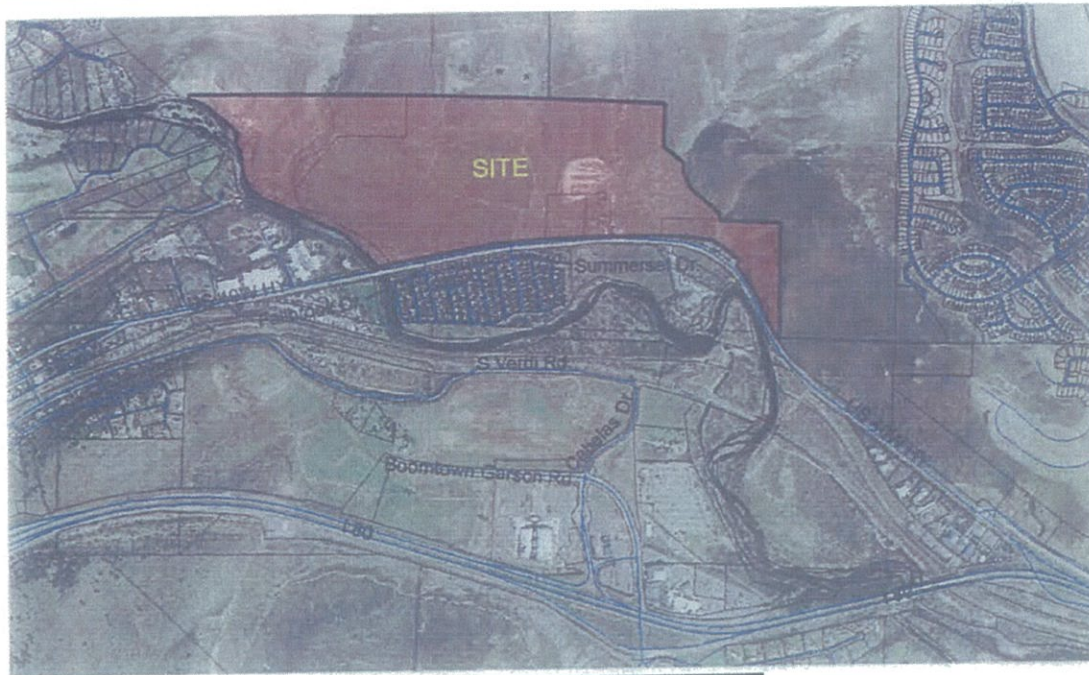


Figure 1 – Vicinity Map

**c. Site Conditions**

The site is currently approved for single family use. The property is relatively flat (mostly 0% to 10% grade) where development is planned and slopes more intensely to the north where the open space corridors are designated. There are several natural drianageways that traverse the site. The concept of "avoidance" has been implemented for the significant environmental features that are natural to the site, which include the drianageways and the hillside topography. Consistent with that notion, preliminary environmental analysis (Appendix C) agrees with the avoidance approach. When precise development plans are proposed, there will be road crossings of the drianageways that will require further study at that time to be reviewed through the required special use permit process. The developed portions of the site are located entirely outside of any floodways.

**d. Project Development Concept**

The project concept is to develop a single family community with support commercial uses and some community commercial uses. Also, high quality business and employment uses are expected to be in the commercial mix. The project will be consistent with expectations of the community and community planning elements to the west. The development plan includes the following land use categories, acreages and maximum allowable development yield and/or densities. See the Land Use Plan in Figure 2, on page 3.

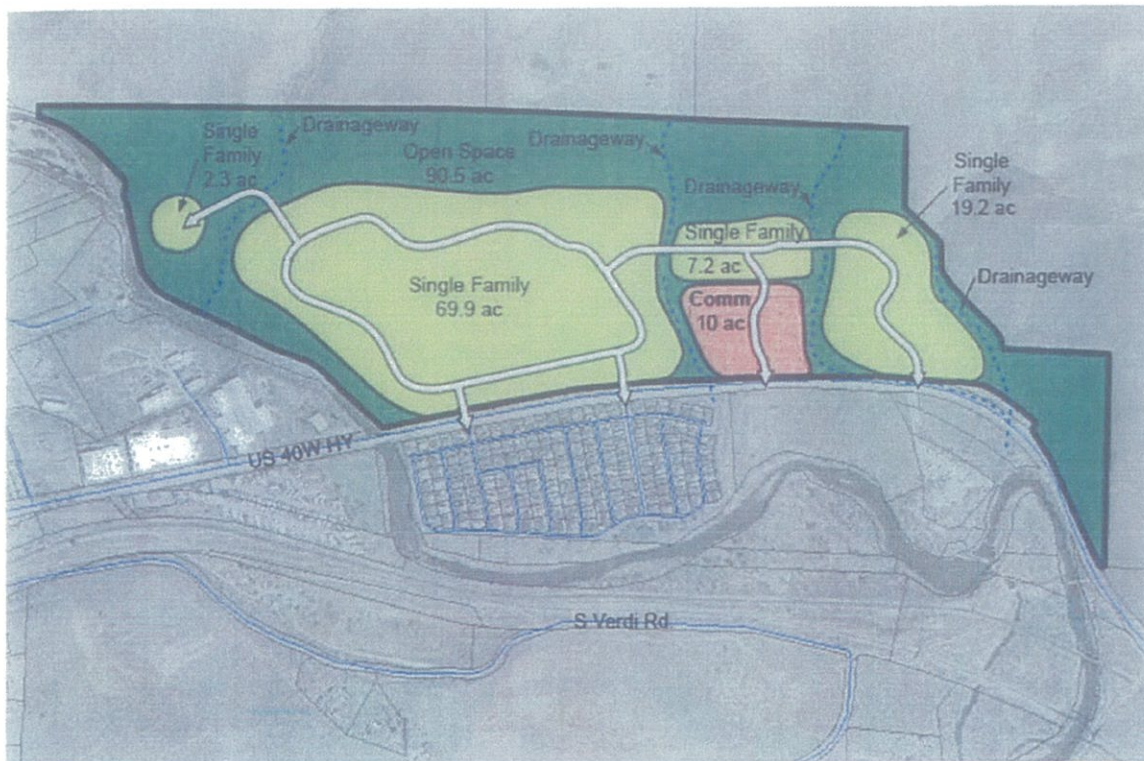


## West Meadows PUD

**Table 1 – Proposed Land Uses**

Proposed Land Use	Area (in acres)	Maximum Density/Intensity	Maximum Yield
Open Space	90.5	None	None
Single Family	98.6	Max of 5 du/ac <sup>1</sup>	493 du
Commercial	10.0	.25 FAR	100,000 sq ft
<b>Total</b>	<b>199.1</b>		

Note<sup>1</sup>: The minimum lots size is 4,000 sq feet and proposed lots sizes will vary for market segmentation purposes. However, gross density for the single family area shall not exceed 5 du per acre based on the 98.6 acres of usable area. The maximum number of single family residential units is 493.



**Figure 2 – Land Use Plan**

### e. Development Schedule/Phasing

Build out of the West Meadows PUD will be dependent on market conditions and is estimated to be about 5 to 10 years. A specific phasing plan is not proposed for the project at this time. However, the first phase is intended to be a residential phase and then commercial will be added as market conditions support the need for commercial. Grading and offsite infrastructure

## West Meadows PUD

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is expected to begin within 6 months of approval of the PUD. The project will be developed in accordance with the standards provided herein.

### **f. Administration**

The West Meadows PUD shall be administered by the Zoning Administrator or his/her designee as defined in the City of Reno Annexation and Land Development Code (RMC).

There shall be a Master Developer in place from the first phase of development of the PUD. This Master Developer shall continue throughout the development of the PUD until and unless a master property owner's association or other entity is created to serve the role of Master Developer. The role of the Master Developer, for the purposes of this PUD, shall be:

- To prescribe and administer methods and procedures to ensure and control the quality of development that occurs within the PUD;
- Maintain all common area improvements, storm drain and/or channels, detention and/or other flood control facilities;
- Construct, or have constructed, all pedestrian pathways, and sidewalks and common area landscaping;
- Only the Reno City Council and the Master Developer or his/her authorized designee may initiate an amendment to the PUD handbook.

### **g. Review Process**

Prior to the submittal of a development application to the City, each project shall be reviewed by the Master Developer at their sole discretion. Each development application submitted to the City shall include written documentation of approval from the Master Developer. Written approval by the Master Developer does not constitute the City's approval of development applications. The construction of individual projects, including accessory structures shall follow the City of Reno building permit process. For some uses where a special use permit or site plan review is required, these processes shall precede the building permit process, as applicable.

### **h. Appeals**

The applicant or developer may appeal any decision, comments, or recommendations of the Administrator in accordance with RMC Section 18.06.208 "Appeals."

### **i. Conflicts**

In the event of a conflict between these design standards and City Code, these standards shall govern development of the West Meadows PUD. When a specific standard is not addressed by the PUD, then the applicable section of Reno Municipal Code Title 18, as amended, at the time of review shall prevail.



### **j. Flexibility**

The Land Use Plan and Development Standards contained herein are intended to depict the general acreages of the various land uses allowed within the West Meadows PUD. Sufficient flexibility shall be allowed to permit detailed planning and design at the time of actual development. The acreage of each land use category may be increased by up to 5% to accommodate minor modifications to the project, if it is demonstrated to the satisfaction of the Zoning Administrator that additional acreage is necessary due to constraints and/or design issues to accommodate the project and that the open space designation is protected to the maximum extent feasible. This provision shall not exceed a cumulative total of 5% for each land use category. Total number of residential units within the single family designation shall not exceed 493 units and commercial shall not exceed 100,000 square feet. To ensure the approved maximum commercial square footage is not exceeded, each building permit shall include the existing number and cumulative total of approved commercial square footage.

### **k. Modifications**

The Administrator shall have the ability to grant minor deviations as outlined in RMC 18.06.411(a)(1), "Minor Deviations." Minor deviations shall be subject to written approval from the Master Developer. Deviations of 10% or more shall conform to the City of Reno Variance process as outlined in RMC 18.06.408 "Variance."

## **2. Infrastructure**

### **a. Access**

Primary access to the property will be from US Highway 40. There will be several access points proposed as shown on the circulation plan. There is about one mile of site frontage on Highway 40 to ensure safe and adequate separation of intersections to the project. Highway 40 is classified as a Minor Arterial by the Nevada Department of Transportation (NDOT) and as a Moderate Access Control Arterial in the RTC Regional Transportation Plan. It is expected that several deceleration lanes will be added for project access when design is more defined. Right in, right out access may also be proposed at some driveways. US 40 is an NDOT roadway and all intersection connections must meet NDOT standards, have NDOT approval and obtain NDOT encroachment permits prior to construction of improvements.

### **b. Parking**

Parking for all land use designations in the West Meadows PUD shall be provided and constructed in accordance with RMC Article XI Off-Street Parking and Loading, unless expressly modified within these development standards.

### **c. Traffic**

Project traffic is discussed in detail in the Traffic Study and letter update prepared by KK Consulting (Appendix E). The original trip generation was based on the assumption of land uses acreages and

gross building square footages that include a residential and commercial component. The updated trip generation, however, is based on land uses and acreages (that do not include residential). The average daily trips and peak hour trips analyzed in the Traffic Study are based on the land use assumption generating the highest traffic volumes. In summary, the total daily trips for the project shall not exceed 9,079 Average Daily Trips and 880 PM peak hour trips without an amendment to the PUD Handbook. A trip generation letter will be required with each project to verify the traffic volumes are within the trip generation envelopes.

### **d. Sanitary Sewer Service**

The project is located within the City of Reno service district, and is served by the Truckee Meadows Water Reclamation Facility (TMWRF). Verdi is served by the Verdi-Lawton's Interceptor which is a large capacity interceptor. In the area of the project it is 24 inch and indications are the capacity is more than adequate to serve the project at build out. In fact, current flows in the interceptor are so low that additional flows are desired to increase the self-cleaning characteristics of the interceptor and reduce maintenance costs. The interceptor is located on the south side of Old US 40 and just off the roadway across from the east edge of the property. Given the project's proximity to the sewer interceptor, it is anticipated that future development will include a direct connection to the 24" public main, and a gravity flow sewer network within the project site. This assumption will verify the existing main is at a sufficient depth to allow for gravity flow from the property. As the West Meadows PUD allows some flexibility in land use categories, and final site layouts are not known at this time, a Technical Sanitary Sewer Study shall be required with each development permit/application on the site to ensure that adequate facilities are provided to service each project.

### **e. Domestic Water Service**

Currently, the project site is located within the Truckee Meadows Water Authority (TMWA) service area. While adequate water capacity exists to serve the project, system improvements are needed to deliver adequate flows to the project. West Meadows Investments is currently in the process of designing a main extension to the property from the Verdi Business Park that will connect the property to the TMWA system. Upon completion, TMWA can provide service to approximately 150 to 200 homes. Further development will require additional upstream improvements in the TMWA system to serve the project at build out and includes increased pumping capacity, targeted main size increases and increased storage. The anticipated improvements are typical for a project of this size.

### **f. Hydrology**

The project site is located within two FEMA regulated flood zones. The western portion adjacent to McCarran Boulevard and the northern portion adjacent to Clean Water Way is largely within zone Shaded X, the remainder is located within zone AE. As such, a large portion of the property is within the 1.0% Annual Chance (100-year flood event) Federal FEMA Regulatory Floodplain of the Truckee River and its tributaries but is entirely outside the floodway. The entire property, however, is within the City of Reno Critical Flood Pool area designated as Critical Flood Zone 1. Mitigation options to elevate the site and protect future development from flooding, as well as excavating adjacent areas



to provide flood storage will be required. With final design, the applicant shall ensure better than 1:1 flood mitigation. The project site is devoid of any drainage infrastructure in its current state. However, development of the project site will include a storm drain network composed of underground pipes, detention basins and associated low impact development (LID) pretreatment systems such as bio-swales, infiltration swales, etc., that will drain to the city system to the south.

### **g. Electric Service**

Electric service will be provided by NV Energy. There is an overhead line with 3 phase power on the south side of Old Highway 40 adjacent to the property. There is capacity available in the system to serve the project at build out. The property currently has no direct electrical service to it, but being adjacent to the NV Energy overhead transmission lines make for a routine service connection. The project will be served by direct connections to these overhead lines with appropriate voltage step-downs and associated underground infrastructure as necessary within the development site.

### **h. Natural Gas**

Gas service will be provided by NV Energy. The subject property has no direct natural gas service to it, but is adjacent to existing NV Energy gas mains adjacent to Highway 40 along the project site. There is an existing 8 inch steel main on the north side of Old US 40. The existing capacity is sufficient to serve approximately 200 homes. Further development will require upstream improvements in the NV Energy gas system to serve the project at build out. The anticipated improvements are typical for a project of this size.

### **i. Communications**

Cable TV service will be provided by Charter Communications. They have facilities in the Glenn Meadows Village subdivision directly across Old US 40 from the property. Their current capacity will serve approximately 200 homes. Further development will require upstream improvements and a new Node. These improvements are typical for a project of this size. Charter can also provide alternative telephone and internet service. The area is also accessible to satellite TV service. Telephone service will be provided by AT&T with existing facilities on the south side of Old US 40 with capacity to serve the initial phases. Additional capacity can be added easily from a central office which is close to the project. AT&T can also provide DSL internet service.

### **j. Public Safety**

The homes and commercial retail space in the West Meadows development will create an increased demand and added calls for service for the fire department. The developer of West Meadows ("Developer") realizes that fire safety is a concern of, its customers, the residents of the community, and wants to alleviate the impact of public safety infrastructure concerns. As such, at the initial approval of the first final map for the project, excluding parcel maps, Developer will either: (i) agree to the terms and conditions described below; or (ii) in lieu of (i), will elect to submit to any generally applicable, comprehensive fire impact fee program or

## West Meadows PUD

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ordinance adopted by the City Council in accordance with NRS 278B in effect at the time of the initial approval of the first final map for the project. Specifically:

- a. Prior to the approval of a final map which contains the 250<sup>th</sup> lot in West Meadows or five years from approval of the first final map, whichever occurs first, Developer shall purchase or cause to be purchased a Type I triple combination pumper engine ("engine") specific to fire department specifications. The engine shall be primarily located at Reno Fire Department Station 11 but may, at the discretion of the fire chief or his designee, be used in other service areas as needed;
- b. Prior to the approval of the first final map, Developer shall seek and obtain approval of a "defensible space" program from the fire department.
- c. If the Developer defaults in the performance or observance of any term, covenant, or condition described above, the City shall notify the Developer in writing of the violation and allow the Developer fifteen (15) business days to cure. In the event Developer fails to cure within fifteen business (15) days, the City shall be entitled to pursue all its rights and remedies under the PUD ordinance, state law or case law including without limitation, the suspension, revocation or withholding of existing or pending building permits.

### k. Schools

The project location is currently zoned for Verdi Elementary School (ES), Billingshurst Middle School and McQueen High School, which will serve the school aged children living within the West Meadows Estates PUD boundaries. Based on current enrollment; it is projected that Verdi ES will be over capacity prior to completion of the project. The Master Developer is committed to helping relieve elementary school capacity in the event that overcapacity is an issue prior to completion of the project. As such, at the initial approval of the first residential final map for the project, excluding parcel maps, the Master Developer will either (i) execute a School Facility Agreement with the Washoe County School District (WCSD) as described below; or (ii) in lieu of (i), will elect to submit to any generally applicable, comprehensive school impact fee program or ordinance adopted by the City Council that may be in effect at the time of the issuance of the first final map for the project. In no instance shall the developer pay both school impact fees and construct the classroom at Verdi ES.

Unless both parties agree otherwise, the School Facility Agreement will include the following provisions:

- a. The Master Developer shall act in good faith and cooperate with WCSD officials if capacity at Verdi ES is identified as a problem during development of the project;
- b. At no cost to the WCSD, the Master Developer shall construct and dedicate a permanent modular classroom on site at Verdi ES prior to the approval of the 200th residential dwelling unit permit;
- c. Classroom construction and size shall be built to WCSD standards and subject to WCSD approval;



- d. The Master Developer shall provide written notification to WCSD officials and the Zoning Administrator prior to submitting plans for the 200th residential building permit. In the event that WCSD officials determine that on-site capacity is not needed at Verdi ES, they shall inform the Master Developer and Zoning Administrator of the condition and there shall be no responsibility of the Master Developer to construct the classroom until the WCSD identifies that Verdi ES school capacity has been reached. In this instance, WCSD shall provide written notification to the Master Developer and Zoning Administrator when capacity has been reached and no further residential building permits shall be issued until the classroom is constructed on site;
- e. All building permits for residential units within the West Meadows Estates PUD shall clearly specify the number of residential building permits issued to date in relation to the 200th residential building permit/classroom threshold.

### **I. Regional Utility Corridor**

There are two Regional Utility Corridors located on the site, both shown as public utility easements on Figure 3. Both of those corridors carry 120kv electrical transmission lines. The line located in the north portion of the property will remain and is in the Open Space part of the site with development proposed to avoid it. The line crossing the southwest part of the site is intended to be relocated along the perimeter of the site. Any relocation and/or undergrounding of regional utility lines shall require, at a minimum, approval of a Regional Plan amendment, a special use permit for major utilities and approval by NV Energy prior to relocation. Minimum setbacks from all existing and any approved future alignments for 120 KV lines shall be consistent with RMC 18.08.202(e)13 "Utilities, major." In no instance shall the setbacks from existing or proposed major utility corridors be less than ten feet. All uses within established setbacks shall be limited to passive uses including, but not limited to, parks, trails, parking, landscaping and fencing.

### **m. Easements**

There is a public access easement located in the extreme south east portion of the site that grants public access from Highway 40 through a small parcel 038-111-03 (not-a-part) to 038-111-02. This easement eventually extends to the north boundary of the site and connects to a Forest Service Road. The project must make provisions in the project design to honor the easement alignment and public access legally required for this easement and any other public access easements. Obstructions to road access shall be removed prior to approval of first tentative map.

## **3. Environmental Considerations**

### **a. Hillside Development**

The site does trigger the Hillside Development Criteria in RMC because 25% of the site is more than 15% slope. For West Meadows PUD, about 33% of the site (67.3 acres) is more than 15%

slope as shown in Figure 4 "Slope Map." The most significant issue with respect to meeting the ordinance is the amount of open space provided and avoidance of the drianageways and constrained hillside topography. Although a precise number is yet to be determined, the required open space for the site is 53.1 acres and approximately 90 acres are being proposed for open space. Based on this development plan, there is no further need for any SUP's for Hillside Development. The plan focuses development to the 0 to 15% portions of the site and the Open Space provided exceeds the amount required in the hillside ordinance.

### **b. Open Space & Trails**

A trail system is conceptually shown on Exhibit 3 "Open Space and Trail Plan." There is a network of public trails planned for the property that must include connectivity throughout the project area. There are three separate improvements that must be installed by the 100<sup>th</sup> residential building permit. The first tentative map application shall include an overall schematic master trails plan system for West Meadows Estates consistent with Exhibit 3 on page 13 and include a directional signage package. Pursuant to NRS 278, the Residential Construction Tax collected from this project is not eligible to be used for trail or trailhead improvements. The improvements to be completed are:

- a. An improved parking area, built to City of Reno standards on the west end providing angler access to the Truckee River to include 10 parking spaces;
- b. A trailhead parking area, built to City of Reno standards, adjacent to the project site next to Highway 40 on the east end to include 10 parking spaces;
- c. The trails shown on the Trail Plan will be a natural surface which is firm and stable, and be a minimum 4' wide with the design standard subject to approval by the Reno Parks, Recreation & Community Services Department;
- d. The improved trails will stub to adjacent vacant properties to the north and east. Also, the trail system will connect to the east property line where an approved planned neighborhood park is identified in that location as part of the Mortensen-Garson overlay zoning district;
- e. These trails will be owned and maintained by a master association for common interest and be open to the general public. The parking areas will be dedicated to the City of Reno which will maintain the infrastructure improvements, while the master association for common interest shall perform routine maintenance, including but not limited to trash, weed and litter control;
- f. The trails will be located within a 30-foot wide public access easement, in the event the trail alignment requires relocation due to site conditions or other factors. The Master Developer will record the public access easement with the first final map.
- g. All building permits for residential units within the West Meadows Estates PUD shall clearly specify the number of residential building permits issued to date in relation to the 100th residential building permit/trails installation threshold.



**c. Major Drainageways/Waters of the US**

A preliminary investigation of water resources on site was conducted using the National Hydrography Dataset (NHD). As shown on the attached Figure 5 – Drainageways Map, areas with water features have been designated as Open Space to avoid impacts with the planning process.

The project site has been analyzed for potential impacts to hydrologic features. The zoning map includes locations of drainageways to be avoided during construction, and reserved as Open Space. A wetland delineation will be conducted once locations of road crossings are identified in the planning process to further identify and protect hydrologic resources onsite that meets the United States Army Corps of Engineers (USACE) delineation requirements. The final WOUS delineation report will be submitted to the USACE for a jurisdictional determination. Once the USACE provides a jurisdictional determination, then this determination will be provided to the City of Reno.

A Waters of the United States (WOUS) delineation will be completed with the 1<sup>st</sup> tentative subdivision map and/or special use permit to avoid, minimize, or mitigate road crossings that impact wetlands and/or stream environments.

**d. Biological Assessment**

A preliminary Biological Assessment was conducted and collected preliminary data for potential water resources present onsite. This data has been used to amend zoning for the West Meadows PUD to avoid or minimize to the extent possible impacts to wildlife and water resources onsite. In this PUD planning process, it was the opinion of JBR that no significant natural resources will be impacted. However, prior to approval of the 1<sup>st</sup> Tentative Map and/or Special Use Permit, compliance with all applicable major drainageway policies and standards shall be made including policies E-4, E-6, E-7 and E-31.

**e. Cultural Resources**

The Nevada State Department of Cultural Affairs has performed a general inventory of the location in the 1980's and identified five archeological sites within the project area. There is reference in the Conservation Plan of the Reno Master Plan to encourage the City to ensure the "documentation, preservation and management of historic resources." A preliminary cultural resource study and a State Historic Preservation Office (SHPO) letter shall be submitted to staff indicating that an inventory has been completed and that all other agency requirements have been met shall be required prior to any further development of the site.

**f. Green Development Program**

West Meadows will include Low Impact Development (LID) best practices will be used in the design and construction of all commercial or residential developments to increase water infiltration and improve water quality. Any ordinances the City develops that prescribe green building practices will be used in the project as they become effective. Plans demonstrating

application of best practices or conformance with adopted standards shall be provided with each tentative map, special use permit and/or building permit as applicable.

**g. Energy Conserving Design**

Subdivision design should utilize an appropriate street pattern where feasible to facilitate shading residences and passive solar design. Lot configurations and dimensions should consider north-south orientation and east-west orientations as determined by the design professional to best capture passive solar opportunities.











### **4. Design Standards**

#### **a. Introduction**

This chapter addresses the development standards for the West Meadows PUD land use categories. The property is designated Commercial, Single Family and Open Space. The Commercial area is located to take advantage of future access points on Old Highway 40 while ample property is envisioned for development. Flexibility to accommodate wide ranging market conditions is intentional with this plan that will allow a mix of commercial and residential opportunities along with employment generating uses. A conceptual land use plan with acreages and estimated building square footage and densities is provided in Table 1, "Proposed Land Uses."

Development standards are provided for the three compatible land use categories: Single Family, Open Space and Commercial. The allowed uses, building height, setbacks, density/intensity, etc. that will guide future development of the West Meadows PUD are addressed within each land use area. Any development in the Open Space area is restricted to those uses allowed in RMC 18.08.202.

#### **b. Land Use Categories**

Summaries of the three land use categories are provided as follows:

##### **1. Single Family**

A total of 98.6 ± acres of the property are designated for single family uses. Access to this area will be from several street connections to Old Highway 40. The maximum density for the single family land use is 5 dwellings per gross acre of Single Family usable acreage and total residential dwelling unit count shall not exceed 493 units. The PUD allows a minimum lot size of 4,000 square feet. This is to provide flexibility and allow entry to several different market segments. Several phases of single family development are expected and will be well defined with processing of tentative subdivision maps and related special use permits if triggered by grading (i.e. excess cuts/fills), disturbance of a major drainageway, or any other threshold. Development of single family homes, including accessory structures, shall apply those standards associated with the closest related single family zoning designation based on lot size.

##### **2. Commercial**

The Commercial area consists of 10± acres. Access to this area will be directly from US Highway 40 and at the south end of the property. A north/south roadway is also anticipated to extend into the single family areas to the north.

The maximum FAR is .25 and has been used for planning purposes and establishes the maximum allowed commercial area. The Commercial area is intended as support neighborhood commercial, community commercial and possibly some office, employment, or live/work type of residential in the area. This means large retail establishments as defined in RMC 18.24.204.2390 are prohibited.



c. Permitted and Prohibited Uses

The specific uses permitted, as well as prohibited in the various PUD land use categories are listed in Table 1, Table of Uses Permitted and Prohibited in Land Use Categories.

**Table 2 - Permitted and Prohibited Uses**

**Commercial**

The land uses described under "AC" in RMC Table 18.08-5 shall apply with the following exceptions:

**Prohibited Uses**

Animal Clinic, Shelter, Hospital or Boarding/Kennel
Auto Repair Garage and Paint and Body Shop
Automobile & Truck Sales and Mobile Home, RV, Boat & Trailer Sales or Rental
Automobile Rental
Call Center
Car Wash
Drive-through Facility
Laboratory
Sale of Low Volume Bulky Goods
Gas Station
Pawn Shop
Tattoo Parlor
Sports Arena, Stadium, or Track
Motel
Blood/Plasma Donor Center
Cemetery/Mausoleum
College, University, or Seminary
Funeral Parlor
Hospital, Acute & Overnight Care
School Secondary (Public or Private)
School, Vocational or Trade
Collection Station
Crematorium
Helipad
Mini Warehouse
Drive-through Facility for Food & Beverage
<b>Uses Allowed by Right (No SUP required)</b> when a minimum of 200' separation from any residential use or residential property line.
Bar
Country Club, Private
Custom and Craft Work
Uses operating between 11pm and 6 am

## West Meadows PUD

### Pool & Billiard parlor

#### Uses Requiring a Site Plan Review:

Indoor Manufacturing, Processing, Assembly, or Fabrication

#### Uses Requiring a Special Use Permit:

Multi-family, Single Family, Attached/Condominium/Townhouse, Single Room Occupancy, and Hotel in the commercial area.

### d. Development Standards

The following section provides development standards for the land uses within the West Meadows PUD. General standards for density/intensity; lot sizes; yards and setbacks; parking; landscaping; lighting and screening are addressed in Table 3: Development Standards. Standards relating to architecture; fencing; signage and pedestrian access are subsequently presented in a narrative format.

#### 1. General Standards

**Table 3: Development Standards**

**Single Family** - Each project shall be evaluated under the Residential standards listed in RMC Table 18.12- Single-Family Residential Zoning Districts - Bulk/Dimensional & Density Standards" unless otherwise provided in this table. Development of single family homes, including accessory structures, shall apply those standards associated with the closest related single family zoning designation based on lot size.

#### Density/Intensity (units per acre)

5 du per acre for the Single Family area (not to exceed 493 residential dwelling units)

#### Lot Size Standards

Minimum Lot Size	4,000 square feet
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Minimum Lot Width	35'
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#### Yard and Setbacks <sup>1</sup>

Exterior (perimeter) boundary of PUD	15 feet
--------------------------------------	---------

**Commercial** - Each project shall be evaluated under the AC standards listed in RMC Table 18.12-3 "Commercial and Mixed Use Zoning Districts - Bulk/Dimensional & Intensity Standards" unless otherwise provided in this table.

Front	10 feet
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Side	0 or 10 feet
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Rear	0 or 10 feet
------	--------------

Separation between buildings	10 feet
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Maximum Building Height	40 feet
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#### Parking

RMC Article XI: "Off-Street Parking and Loading."

#### Landscaping

Arterial Commercial

15%; other RMC Article XII: "Landscaping and Screening" requirements shall apply.



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<b>Screening</b>	
Not required between Commercial land uses. Solid screening required between commercial and residential land uses to the north per RMC 18.12.1207 "Screening Between Land Uses" and 18.12.304 "Residential Adjacency Standards."	
<b>Discretionary Review</b>	Discretionary review shall not be required for proximity to residential uses and zoning districts per RMC 18.06.405 (a)12 "Special Use Permits" and 18.06.407 (a)2 "Site Plan Review."

Notes for Table 3:

1. A fully landscaped setback of 15 feet is required adjacent to the south boundary of the PUD. A minimum of one tree per 300 square feet and six shrubs per tree is required with a minimum of one tree for every 30 feet of street frontage planted adjacent to the right-of-way per RMC 18.12.1205(f)(1) "Trees Required, Arterials". The width of these setbacks may be used to satisfy front, side and rear setbacks and overall landscape requirements, as applicable. The buffer shall be constructed with any phase of development that includes improved area in the Single Family and/or Commercial land uses abutting the buffer.
2. Landscaping requirements for the Commercial Land Use Designation are as follows:
  - The entire required front yard setback shall be landscaped with a minimum of 1 tree per 300 square feet of required front yard and six shrubs per tree. A minimum 10 foot landscaped area is required adjacent to the front of each building and may include a combination of planting, sidewalk and decorative paving;
  - Landscaping in parking areas shall include a minimum of 1 tree per 10 parking spaces. Trees may be placed in parking lot edge locations including adjacent to building entrances or in islands but shall be located within a maximum of 75 feet of each parking space. Islands and edges shall be a minimum of 10 feet in width and 126 square feet in area. Areas designated for truck and trailer parking and loading are exempt from island requirements; however, the 10 foot landscape edge shall be required.
  - 70% of the required trees shall have a minimum caliper of 2 ½ inches (deciduous) or have a minimum height of 10 feet (evergreen) while 30% may have a minimum caliper of 1 inch (deciduous) and minimum height of 6 feet (evergreen). Shrubs shall include a 75/25% mix of 1 and 5 gallon sizes.
  - Decorative paving, rock or other inert materials, up to 25% of the required landscape area may be provided.

## 2. Architecture

Residential and Commercial development shall be subject to the standards listed in RMC Article III: "Site Building and Design Standards." Architectural styles may vary from parcel to parcel within the West Meadows PUD. However, architecture must be consistent within each individual parcel.



### Commercial Standards

In addition to the base standards listed in RMC Article III "Site and Building Design Standards" (as applicable to the AC zone), the following architectural standards shall apply to the Commercial designation:

- The commercial area is intended to be a village center in character as a central place for commercial activity and events. Strip retail and intense urban commercial type of development is prohibited. This is to promote a neighborhood by functionally integrating commercial uses with the residential and the community at large. This character must respect the elements of the Verdi Area Plan in terms of desired building design. Those include variations in size, height, style and bulk of buildings. Building elements that include historical elements known to Verdi are highly encouraged.
- Changes in texture or material patterns and colors; the use of windows; awnings; trellises with vines and/or other architectural features shall be provided and approved by the Master Developer prior to submission for review to the City of Reno.
- Parking areas may face Old Highway 40, and shall be landscaped in accordance with the landscape requirements outlined in this Handbook.
- Building articulation and exterior interest is required on the elevations of structures on land immediately adjacent to and facing Old Highway 40. All other interior elevations shall maintain consistent color and materials, and shall include wrapped architectural treatment from the exterior elevation to a logical terminus point on the interior elevation, subject to approval of the Zoning Administrator.
- Preferred exterior and accent materials include wood, glass, stone, pre-cast concrete, concrete block, stucco, brick and composition panels. The use of metal siding may be considered only if specifically approved by the Master Developer.
- The main surface color of the buildings shall be generally neutral earth tones, consistent with the surrounding area. Accent colors, however, are encouraged. All flashing, sheet metal, vent stacks and pipes shall be painted to match the main surface color of the buildings. Blank walls are prohibited along sidewalks.
- Roofs may be sloping or pitched, and flat roof elements used as an accent feature. Pitched roof materials shall be limited to standing seam or flat seam configuration metal, composition, or tile. Colors shall be approved by the Master Developer prior to submittal to the City of Reno, which are consistent with the main building.
- Each project shall provide a visually appealing, identifiable path of entry for pedestrian and vehicular users from the street into the site, and from the site to the buildings. Landscaping, hardscaping and architectural design elements for the project site and building entries must work together to create a sense of arrival and shall be approved by the Master Developer.

- Dark sky lighting is required for the commercial development. These standards shall use the Mortensen-Garson Plan RMC18.08.406(i)(9) "Exterior Lighting standards or an equivalent subject to approval of the Zoning Administrator.
- The residential adjacency standards of RMC 18.12.304 shall apply to commercial areas adjacent to Open Space designations

### 3. Fencing and Screening

#### a. Perimeter Fencing

If perimeter fencing is provided by the Master Developer, fence type, style, height and materials must be compatible at all locations. Fences facing public streets shall be designed with architectural treatments such as top caps, pilasters and a decorative appearance on the side facing the street. Materials may include masonry, pre-cast stamped concrete panels, wood or open view decorative type metal (but not chain link) or open view wood.

#### b. Other Fencing

- Other fencing for safety, security and screening purposes must be approved by the master developer.
- All walls and fences shall comply with RMC XIV "Fences and Walls" except as modified herein. All masonry/stucco walls shall be graffiti coated.

### 4. Signage

Signage within the West Meadows PUD will include center identification, monument, building and directional signs. Signs shall be consistent for each project and must conform to the standards of RMC Chapter 16 "Signs," with the following modifications noted below. For purposes of translation, the following table shall establish the comparable City of Reno zoning designation to the land use categories defined within this PUD handbook.

**Signage Equivalency Table** (Reference RMC Table 18.16-1 "Sign Regulations by Zoning District"). The Commercial land use shall use the AC standards.

#### a. Signage

- One double-sided free standing sign, not to exceed 25 feet in height and 150 square feet identifying the West Meadows PUD and major tenants is limited to the main entrance for the commercial area on US Highway 40.

All other signs shall be as follows:

- Two monument signs with a maximum height of 8 feet and a maximum of 100 square feet to be located at the main commercial access points to the project in each location.
- Building/wall signs with one square foot per lineal foot of building façade for a maximum of 100 square feet per sign with individual letters not to exceed 60 inches;
- Small, on-site directional signs as approved by the Master Developer.



### 5. Loop Road

For the purpose of this handbook, the road as shown in Exhibit 2, Land Use Plan is the "Loop Road." The loop road will be constructed in phases to meet project demands and will be the primary road for the project. Specific loop road design including width and streetscape elements shall be addressed in the first tentative subdivision map submittal and subject to pending approvals.

At a minimum, the following standards apply to this roadway:

- A landscape buffer shall be provided adjacent to each side of the loop roadway. A minimum of one tree per 300 square feet and six shrubs per tree is required within the buffer.
- Sidewalks, 4 four feet in width, shall be installed adjacent to the curb on both sides of the street in accordance with City standards or an 6 six foot wide meandering sidewalk may be provided on one side of the street.

### 6. Sidewalks

Sidewalks, 5' in width shall be required on at least one side of all other public streets within the West Meadows PUD. Where feasible, sidewalks or paths shall meander in landscape areas and connect to the overall sidewalk system and internal pathways on individual sites. There shall be a pedestrian connection either through a street connection or pedestrian crossing over the drianageways to provide for circulation through the PUD.

### 7. Disclosures

- Disclosures shall be provided to all future buyers and tenants within the PUD informing them of the existence of the approved Mortensen-Garson project to the north and provide details regarding that approval.
- The following language shall be included in any project CC&R's: "There exist several sewage treatment ponds to the north of West Meadows Estates that hold water into late spring providing habitat for mosquito and midges that can affect the residents of this community. Until such time as these ponds are filled to grade, this will continue to provide habitat for these insects."

#### e. Conditions of Approval

#### Engineering

1. Prior to the approval of each permit, the applicant shall have an approved Sanitary Sewer Report in accordance with the Public Works Design Manual. Adequate easements and access shall be provided for all sanitary sewer improvements per the



Public Works Design Manual. All required on-site and off-site sanitary sewer improvements necessary to serve the project shall be complete and functional prior to the issuance of any certificate of occupancy.

2. Prior to the approval of each permit, the applicant shall have an approved Hydrology Report addressing on-site and off-site storm water flows, detention, and facility capacities for the pre-development and post-development site conditions. Additionally, the applicant shall demonstrate that all grading and proposed storm water collection and discharge facilities, including infrastructure, access, and easements, are consistent with pre-development conditions as specified in the Reno Municipal Code and Public Works Design Manual.
3. All traffic study updates shall provide analyses and review of the site plan and proposed mitigations for project generated impacts, with regards to project and the trip generation distribution estimates included in the Traffic Analysis, on the adjacent roadway network, site accesses and pedestrian routes.
4. The applicant shall provide a copy of executed encroachment permits from NDOT prior to the issuance of any City permit for applications proposing site access, grading, drainage, sanitary sewer, utility, or roadway improvements within the State right-of-way for US Highway 40.

#### Planning

5. Hours of construction shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Saturday. This restriction includes grading activity and road construction.
6. Prior to approval of the first tentative map, the applicant shall provide:
  - a. A wildlife mitigation plan that outlines measures to alleviate human-wildlife issues as well as habitat improvement to help stabilize the Loyalton-Truckee Deer Herd impacted by the project. This plan shall be developed in cooperation with the Nevada Department of Wildlife and the United States Fish and Wildlife Service.
  - b. A noxious and invasive plant species plan to help avoid introduction and spreading of further detrimental species to surrounding areas.

## Appendix A – Council Decision, Certification, and Zoning Ordinance

## Appendix B – Legal Description



DESCRIPTION  
WEST MEADOWS INVESTMENTS, LLC.

A PARCEL OF LAND SITUATE IN SECTIONS 8 & 9, TOWNSHIP 19 NORTH, RANGE 18 EAST, M.D.M.,  
WASHOE COUNTY, NEVADA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE 1/4 CORNER COMMON TO SAID SECTIONS 8 AND 9; THENCE SOUTH 87°02'57"  
EAST A DISTANCE OF 2614.04 FEET TO THE CENTER OF SAID SECTION 9; THENCE SOUTH  
00°59'15" WEST; ALONG THE NORTH-SOUTH CENTERLINE OF SAID SECTION 9, A DISTANCE OF  
482.70 FEET; THENCE SOUTH 49°43'11" EAST A DISTANCE OF 295.03 FEET; THENCE SOUTH  
05°04'57" EAST A DISTANCE OF 126.65 FEET; THENCE SOUTH 14°18'41" EAST A DISTANCE OF  
83.54 FEET; THENCE SOUTH 32°22'13" EAST A DISTANCE OF 79.57 FEET; THENCE SOUTH  
43°32'16" EAST A DISTANCE OF 176.01 FEET; THENCE SOUTH 44°40'41" EAST A DISTANCE OF  
276.37 FEET; THENCE SOUTH 19°29'11" EAST A DISTANCE OF 76.16 FEET TO THE SOUTH LINE  
OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SAID SECTION 9; THENCE SOUTH 86° 51'  
57" EAST 647.63 FEET TO THE SOUTHEAST CORNER OF THE NORTHWEST 1/4 OF THE  
SOUTHEAST 1/4 OF SAID SECTION 9; THENCE ALONG THE EAST LINE OF THE SOUTHWEST 1/4  
OF THE SOUTHEAST 1/4 OF SAID SECTION 9 SOUTH 1° 14' 49" WEST 1,298.96 FEET TO A POINT  
ON THE NORTHWESTERLY RIGHT-OF-WAY OF OLD HIGHWAY 40, SAID POINT BEING THE  
BEGINNING OF A NON-TANGENT 1,725.00 FOOT RADIUS CURVE TO THE RIGHT CONCAVE TO  
THE NORTHEAST FROM WHICH POINT THE RADIUS POINT BEARS NORTH 61° 57' 22" EAST;

THENCE ALONG SAID RIGHT-OF-WAY FROM A TANGENT WHICH BEARS NORTH 28° 02' 38" WEST  
NORTHWESTERLY ALONG SAID CURVE AN ARC DISTANCE OF 163.41 FEET THROUGH A  
CENTRAL ANGLE OF 5° 25' 39";

THENCE CONTINUING ALONG SAID RIGHT-OF-WAY NORTH 22° 36' 59" WEST 372.21 FEET TO THE  
BEGINNING OF A TANGENT 1,125.00 FOOT RADIUS CURVE TO THE LEFT CONCAVE TO THE  
SOUTHWEST FROM WHICH POINT THE RADIUS POINT BEARS SOUTH 67° 23' 01" WEST;

THENCE CONTINUING ALONG SAID RIGHT-OF-WAY NORTHWESTERLY ALONG SAID CURVE AN  
ARC DISTANCE OF 329.46 FEET THROUGH A CENTRAL ANGLE OF 16° 46' 45";

THENCE DEPARTING SAID RIGHT-OF-WAY NORTH 2° 29' 43" EAST 57.87 FEET;

THENCE NORTH 48° 52' 47" WEST 86.40 FEET;

THENCE NORTH 41° 58' 47" WEST 79.43 FEET;

THENCE NORTH 47° 53' 47" WEST 106.23 FEET;

THENCE NORTH 58° 22' 47" WEST 91.05 FEET;

THENCE NORTH 70° 52' 47" WEST 99.69 FEET;

THENCE NORTH 82° 50' 47" WEST 95.88 FEET;

THENCE NORTH 85° 12' 47" WEST 118.63 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY OF  
OLD HIGHWAY 40, SAID POINT BEING THE BEGINNING OF A NON-TANGENT 1,100.00 FOOT  
RADIUS CURVE TO THE LEFT CONCAVE TO THE SOUTH FROM WHICH POINT THE RADIUS  
POINT BEARS SOUTH 15° 16' 30" WEST;

DMhOC\_TMWA\_LGL March 22, 2014 Page 1 of 3

**CASTLE LAND SURVEYING** • PO Box 1139 • Sparks, NV 89432 (775) 689-8620  
[castle777@gmail.com](mailto:castle777@gmail.com) F) (775) 689-8601

THENCE ALONG THE NORTHERLY LINE OF U.S. HIGHWAY 40, THE FOLLOWING ELEVEN (13)  
COURSES:

FROM A TANGENT WHICH BEARS NORTH 74° 43' 30" WEST WESTERLY ALONG SAID CURVE AN  
ARC DISTANCE OF 205.57 FEET THROUGH A CENTRAL ANGLE OF 10° 42' 28";  
NORTH 85° 25' 58" WEST 113.12 FEET;  
NORTH 85° 25' 58" WEST A DISTANCE OF 143.97 FEET;  
ALONG A TANGENT CIRCULAR CURVE TO THE LEFT WITH A RADIUS OF 5050.00 FEET AND A  
CENTRAL ANGLE OF 01° 28' 50" AN ARC LENGTH OF 130.49 FEET;  
SOUTH 03° 05' 12" WEST DISTANCE OF 17.22 FEET;  
FROM A TANGENT WHICH BEARS NORTH 85° 35' 56" WEST, ALONG A CIRCULAR CURVE TO THE  
LEFT WITH A RADIUS OF 3030.00 FEET AND A CENTRAL ANGLE OF 07° 50' 46" AN ARC LENGTH  
OF 414.93 FEET;  
NORTH 01° 38' 08" WEST A DISTANCE OF 9.01 FEET;  
FROM A TANGENT WHICH BEARS SOUTH 88° 21' 52" WEST, ALONG A CIRCULAR CURVE TO THE  
LEFT WITH A RADIUS OF 5040.00 FEET AND A CENTRAL ANGLE OF 01° 39' 50" AN ARC LENGTH  
OF 146.36 FEET;  
SOUTH 86° 36' 53" WEST A DISTANCE OF 286.38 FEET;  
NORTH 03° 23' 07" WEST A DISTANCE OF 10.00 FEET;  
SOUTH 86° 36' 53" WEST A DISTANCE OF 400.20 FEET;  
FROM A TANGENT WHICH BEARS SOUTH 86° 39' 32" WEST, ALONG A CIRCULAR CURVE TO THE  
LEFT WITH A RADIUS OF 5050.00 FEET AND A CENTRAL ANGLE OF 07° 19' 31" AN ARC LENGTH  
OF 645.63 FEET;  
SOUTH 79° 16' 15" WEST A DISTANCE OF 1062.00 FEET TO THE NORTHERLY LINE OF THE  
TRUCKEE RIVER; THENCE ALONG THE NORTHERLY LINE OF THE TRUCKEE RIVER THE  
FOLLOWING FIFTY NINE (59) COURSES:  
NORTH 43° 30' 01" WEST A DISTANCE OF 28.12 FEET;  
NORTH 48° 44' 08" WEST A DISTANCE OF 84.63 FEET;  
NORTH 42° 31' 27" WEST A DISTANCE OF 88.49 FEET;  
NORTH 46° 15' 40" WEST A DISTANCE OF 93.02 FEET;  
NORTH 47° 30' 03" WEST A DISTANCE OF 103.64 FEET;  
NORTH 44° 16' 38" WEST A DISTANCE OF 112.46 FEET;  
NORTH 49° 11' 56" WEST A DISTANCE OF 84.96 FEET;  
NORTH 80° 40' 21" WEST A DISTANCE OF 54.94 FEET;  
NORTH 69° 32' 14" WEST A DISTANCE OF 126.69 FEET;  
NORTH 58° 46' 56" WEST A DISTANCE OF 50.76 FEET;  
NORTH 66° 00' 27" WEST A DISTANCE OF 41.82 FEET;  
NORTH 49° 49' 48" WEST A DISTANCE OF 58.77 FEET;  
NORTH 62° 11' 05" WEST A DISTANCE OF 63.66 FEET;  
NORTH 76° 53' 27" WEST A DISTANCE OF 34.41 FEET;  
NORTH 64° 02' 01" WEST A DISTANCE OF 76.76 FEET;  
NORTH 73° 31' 15" WEST A DISTANCE OF 66.65 FEET;  
NORTH 64° 34' 18" WEST A DISTANCE OF 105.76 FEET;  
NORTH 69° 54' 28" WEST A DISTANCE OF 50.37 FEET;  
NORTH 71° 06' 24" WEST A DISTANCE OF 55.61 FEET;  
NORTH 25° 56' 04" WEST A DISTANCE OF 24.46 FEET;  
NORTH 64° 17' 30" WEST A DISTANCE OF 50.73 FEET;  
NORTH 69° 33' 48" WEST A DISTANCE OF 60.73 FEET;  
NORTH 73° 30' 09" WEST A DISTANCE OF 67.28 FEET;  
NORTH 59° 17' 35" WEST A DISTANCE OF 60.72 FEET;  
NORTH 41° 24' 23" WEST A DISTANCE OF 33.88 FEET;  
NORTH 86° 21' 54" WEST A DISTANCE OF 12.63 FEET;  
NORTH 46° 18' 45" WEST A DISTANCE OF 21.57 FEET;  
NORTH 04° 59' 56" EAST A DISTANCE OF 18.37 FEET;

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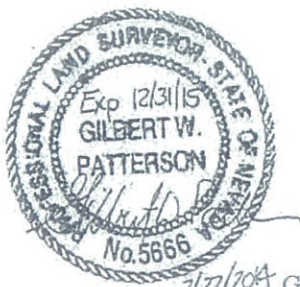
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NORTH 26°50'00" WEST A DISTANCE OF 37.89 FEET;  
 NORTH 50°17'55" WEST A DISTANCE OF 20.67 FEET;  
 NORTH 33°20'04" WEST A DISTANCE OF 31.49 FEET;  
 NORTH 10°59'33" WEST A DISTANCE OF 17.83 FEET;  
 NORTH 35°23'34" WEST A DISTANCE OF 13.99 FEET;  
 NORTH 16°19'29" WEST A DISTANCE OF 30.96 FEET;  
 NORTH 20°53'44" WEST A DISTANCE OF 11.78 FEET;  
 NORTH 38°24'57" WEST A DISTANCE OF 14.81 FEET;  
 NORTH 13°30'31" WEST A DISTANCE OF 89.91 FEET;  
 NORTH 62°12'50" WEST A DISTANCE OF 10.51 FEET;  
 NORTH 07°41'54" EAST A DISTANCE OF 22.40 FEET;  
 NORTH 03°25'38" WEST A DISTANCE OF 26.76 FEET;  
 NORTH 15°51'49" WEST A DISTANCE OF 39.52 FEET;  
 NORTH 07°51'20" EAST A DISTANCE OF 17.57 FEET;  
 NORTH 07°11'54" WEST A DISTANCE OF 47.08 FEET;  
 NORTH 10°33'38" WEST A DISTANCE OF 55.65 FEET;  
 NORTH 24°36'31" WEST A DISTANCE OF 51.16 FEET;  
 NORTH 31°22'47" WEST A DISTANCE OF 39.95 FEET;  
 NORTH 04°39'20" EAST A DISTANCE OF 34.52 FEET;  
 NORTH 32°38'34" EAST A DISTANCE OF 18.17 FEET;  
 NORTH 09°43'25" EAST A DISTANCE OF 50.94 FEET;  
 NORTH 24°37'17" WEST A DISTANCE OF 36.97 FEET;  
 NORTH 42°49'23" WEST A DISTANCE OF 33.55 FEET;  
 NORTH 50°31'54" WEST A DISTANCE OF 82.14 FEET;  
 NORTH 47°17'18" WEST A DISTANCE OF 90.25 FEET;  
 NORTH 44°57'24" WEST A DISTANCE OF 98.80 FEET;  
 NORTH 63°05'48" WEST A DISTANCE OF 30.51 FEET;  
 NORTH 38°28'24" WEST A DISTANCE OF 24.27 FEET;  
 NORTH 54°12'41" WEST A DISTANCE OF 131.18 FEET;  
 NORTH 61°03'59" WEST A DISTANCE OF 81.26 FEET;  
 NORTH 77°07'06" WEST A DISTANCE OF 86.68 FEET TO THE NORTH-SOUTH CENTERLINE OF  
 SAID SECTION 8; THENCE NORTH 00°46'54" EAST A DISTANCE OF 54.54 FEET TO THE CENTER  
 OF SAID SECTION 8; THENCE SOUTH 89°05'56" EAST, ALONG THE EAST-WEST CENTERLINE OF  
 SAID SECTION 8, A DISTANCE OF 2746.76 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 197.33 ACRES OF LAND, MORE OR LESS.

BASIS OF BEARING: NEVADA STATE PLANE COORDINATE SYSTEM WEST ZONE (NAD 83/94)



3/22/2014 Gilbert W. Patterson, PLS 5666

DMhOC\_TMWA\_LGL March 22, 2014 Page 3 of 3

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 castle777@gmail.com F) (775) 689-8601



Appendix C – JBR Environmental Policy Letter  
(Dated 1/7/14)



JBR Environmental Consultants, Inc.

*Nevada Division*

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595 Double Eagle Ct., Ste. 2000

Reno, Nevada 89521

[p] 775.747.5777

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www.jbrenv.com

January 7, 2014

Rob Fitzgerald  
West Meadows Investments, LLC  
P.O. Box 8070  
Reno, NV 89507

**Re: West Meadows Estates Project – City of Reno Environmental Policy Letter**  
**JBR Project Number: B.A13449.00**

Dear Mr. Fitzgerald:

As per Mr. John Krmpotic of KLS Design Group's (KLS) request, JBR Environmental Consultants, Inc. (JBR) has prepared this letter to address the City of Reno's environmental policy concerns for the West Meadows Project Boundary (Figure 1). This letter will address the City of Reno Policy Plan, amended April 4, 2012; specifically, Environmental Policies E-4, E-6, E-7, and E-31.

#### **Environmental Policy E-4 Requirement**

There should be no net loss of wetlands, stream environments, playas, stream fed riparian and non-404 wetlands in the city in terms of both acreage and value. The goal of no net loss may be achieved in one or more of the following ways: designation of lands for resource or open space use, avoidance of these areas, mitigation or impacts on site, or mitigation off site.

#### **Justification of Compliance with Environmental Policy E-4**

JBR has conducted preliminary investigation of water resources on site using the National Hydrography Dataset (NHD) to be avoided during the planning process. Figure 2 displays drainages from the NHD dataset on site, along with the proposed zoning plan of development. As the figure depicts, areas with water features have been designated as 'open-space (OS)' as to avoid impacts.

Once the tentative mapping process can provide locations for where impacts are proposed, a waters of the United States (WOUS) delineation will be completed to avoid, minimize, or mitigate for road crossings that impact wetlands and/or stream environments.

#### **Environmental Policy E-6**

The City should identify and protect the functions of significant hydrologic resources and major drainageways within its jurisdiction to the degree possible.

##### Justification of Compliance with Environmental Policy E-6

As seen on Figure 2, the project site has been analyzed for potential impacts to hydrologic features. The zoning map has been revised to incorporate locations of drainageways to be avoided during construction, and reserved as OS. As stated, a wetland delineation will be conducted once locations of road crossings are identified in the planning process to further identify and protect hydrologic resources onsite.

#### **Environmental Policy E-7**

Master Plan maps depicting development constraint areas and areas of biodiversity should be used as a reference tool only in reviewing development applications. Existing entitlements granted by the City that are in conflict with these reference maps should be considered conforming to the Master Plan. When considering whether specific properties contain wetlands, significant hydrologic resources, steep slopes, major drainageways, and/or biodiversity, only technical data, delineations, and reports submitted with applications and approved by the administrator should be used. This technical data should be prepared by licensed professional engineers, surveyors, wetlands biologists, and/or qualified environmental consultants. Where the approved technical data is in conflict with the reference maps, the technical data approved by the administrator should be considered the most accurate depiction of the reference map and should be considered conforming to the Master Plan.

##### Justification of Compliance with Environmental Policy E-7

The zoning plan depicted in Figure 2 has been designed to conform to the Master Plan.

JBR staff are qualified to conduct a WOUS delineation that meets the United States Army Corps of Engineers (USACE) delineation requirements. The final WOUS delineation report will be submitted to the USACE for a jurisdictional determination. Once the USACE provides a jurisdictional determination, then this determination will be provided to the City of Reno.

#### **Environmental Policy E-31**

The City should promote the protection, conservation, and acquisition of significant wildlife habitats, environmentally significant lands (i.e., wetlands and stream environments), prominent ridgelines, and other natural and scenic resources for purposes of wildlife survival, community education, research, recreation and aesthetics.

##### Justification of Compliance with Environmental Policy E-31

On behalf of the City of Reno, JBR has conducted a preliminary Biological Assessment and collected preliminary data for potential water resources present onsite. This data has been used by KLS to amend zoning for the West Meadows Estate Project to avoid or minimize to the extent

JBR Environmental Consultants, Inc.



Mr. Fitzgerald  
January 7, 2014  
Page 3

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possible impacts to wildlife and water resources onsite. In this current phase of the planning process, it is the opinion of JBR that no significant natural resources will be impacted.

If you have any further questions, please contact Sarah Brown at 775-747-5777.

Sincerely,

**JBR ENVIRONMENTAL CONSULTANTS, INC.**

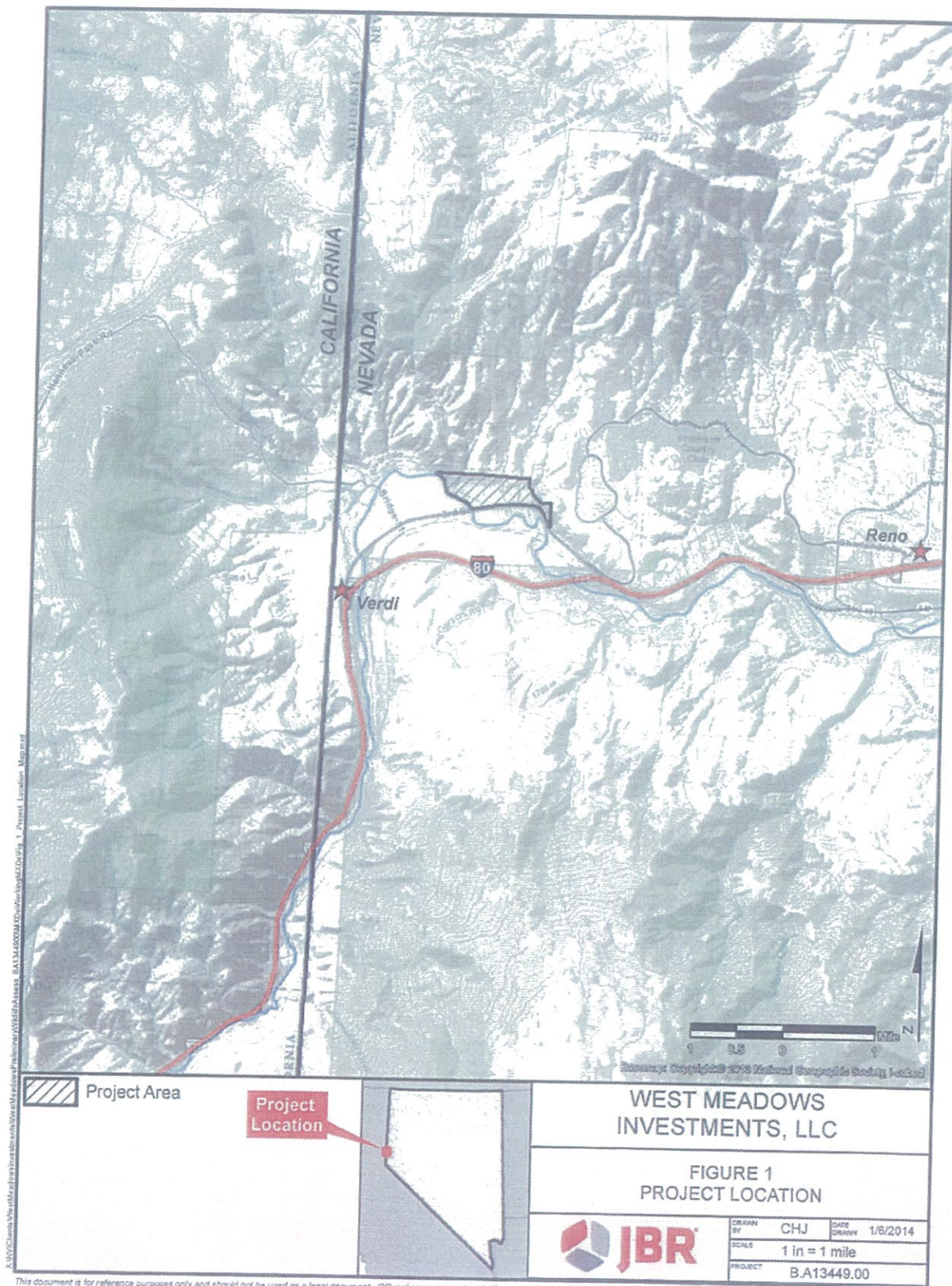


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Sarah Brown  
Environmental Analyst

Figures

## FIGURES







Appendix D – JBR Biological Assessment  
(Dated 1/3/14)





JBR Environmental Consultants, Inc.

Nevada Division

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www.jbrenv.com

January 3, 2014

Rob Fitzgerald  
West Meadows Investments, LLC.  
P.O. Box 8070  
Reno, NV 89507

**Re: West Meadows Estates Project - Preliminary Biological Assessment**  
**JBR Project Number: B.A13449.00**

Dear Mr. Fitzgerald:

As per the City of Reno's request, JBR Environmental Consultants, Inc. (JBR) conducted a preliminary biological assessment for flora and fauna species within the West Meadows Project Boundary (Project Area). It is JBR's understanding that this preliminary assessment is appropriate for the Master Plan and Zoning Amendment stage and that an additional assessment may be necessary as the project progresses.

As part of the preliminary assessment, JBR contacted the Nevada Natural Heritage Program (NNHP) and the United States Fish and Wildlife Service (USFWS) requesting information on any federally-or state-listed threatened, endangered, or candidate species known to occur or that have a potential to occur within the survey area. JBR also contacted the Nevada Department of Wildlife (NDOW) to discuss potential wildlife concerns they may have for the project.

#### **Nevada Natural Heritage Program**

The NNHP provided a letter, a table, and shapefiles that contained recorded element occurrence records within Nevada and their associated attributes for the Project Area (**Attachment 1**). The shapefiles reported known occurrences of mono checkerspot (*Euphydryas editha monoensis*), Trowbridge's shrew (*Sorex trowbridgii*), long-legged bat (*Myotis volans*), little brown bat (*Myotis lucifugus*), mountain pocket gopher (*Thomomys monticola*), northern leopard frog (*Lithobates pipiens*), and northern rubber boa (*Charina bottae*) within a mile of the Project Area; however, there are no known occurrences within the Project Area. NNHP identified two additional species of concern that have potential to occur within the Project Area, which are the yuma bat (*Myotis yumanensis*) and steamboat monkey flower (*Mimulus ovatus*). JBR conducted a weed risk assessment on the proposed Bordertown to California 120 kV Transmission Line Project (Bordertown Project). While conducting field surveys for the Bordertown Project, which includes the West Meadows Project Area, JBR identified andesite popcorn flower



(*Plagiobothrys glomeratus*) within a mile of the West Meadows Project Area. Using the Bordertown Project data, JBR created a figure showing known noxious weed locations within the West Meadows Project Area (**Figure 1**).

#### **United States Fish and Wildlife Service**

As part of the preliminary assessment, JBR used the USFWS Information, Planning, and Conservation (IPaC) system to retrieve a list of USFWS threatened, endangered, proposed, and candidate species for the project. Results showed four threatened, endangered, or candidate species: Cui-ui (*Chasmistes cujus*), Lahontan cutthroat trout (*Oncorhynchus clarkii henshawi*), greater sage-grouse (*Centrocercus urophasianus*), and Webber ivesia (*Ivesia webberi*) (**Attachment 1**). It should be noted that the IPaC database search results do not necessarily indicate that these species are present but rather that the species or their habitat may be present within the general proximity of the Project Area. No species location data is available through the use of the IPaC system search. Additional coordination with the USFWS may be necessary to determine if field surveys are necessary to determine species presence/absence and to reduce the potential for impacts.

#### **Nevada Department of Wildlife**

The NDOW provided the City of Reno with a letter on November 7, 2013 expressing their concerns with the project (**Attachment 1**). JBR reviewed the letter and followed it up with a phone call to NDOW Supervising Habitat Biologist Mark Freese to further discuss the project. During communications NDOW stressed the importance of mule deer habitat in the area. Their concerns pertain to the severe decline in mule deer population in the area due to factors such as loss of habitat through human encroachment, mortality on highways and railroads, and wildfires (both human caused and natural) destroying winter range, among other things. NDOW requested that the areas with increasing slope (i.e. northern portions) within the Project Area be set aside as open space to protect crucial winter range. It should be noted that based on the current proposed open space zoning for the Project Area (**Figure 2a**), where open space begins when slope exceeds approximately 25% (**Figure 2b**), this mule deer concern appears to be addressed. During communications, NDOW also encouraged the development and implementation of a mitigation plan that outlines measures to alleviate human-wildlife issues as well as habitat improvement above the project area to help stabilize the Loyalton-Truckee Deer Herd by offsetting the habitat impacted by the project.

NDOW also communicated that they would like to ensure that Bull Canyon road still allows public access and that a 50 to 75 foot corridor along the Truckee River edge be established to allow public access to the river. They encouraged the development and implementation of a noxious and invasive species plan to help avoid introduction and spread of further detrimental species to surrounding areas. NDOW requested further coordination with the City of Reno, West Meadows Investments, LLC, Washoe County, and their agency to ensure the potential for wildlife impacts is minimized as the project progresses.

Mr. Fitzgerald  
January 3, 2014  
Page 3

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JBR appreciates the opportunity to work with West Meadows Investments, LLC. If you have any questions, please feel free to call me at (775) 747-5777, or e-mail to [jvittori@jbrenv.com](mailto:jvittori@jbrenv.com).

Sincerely,

JBR ENVIRONMENTAL CONSULTANTS, INC.

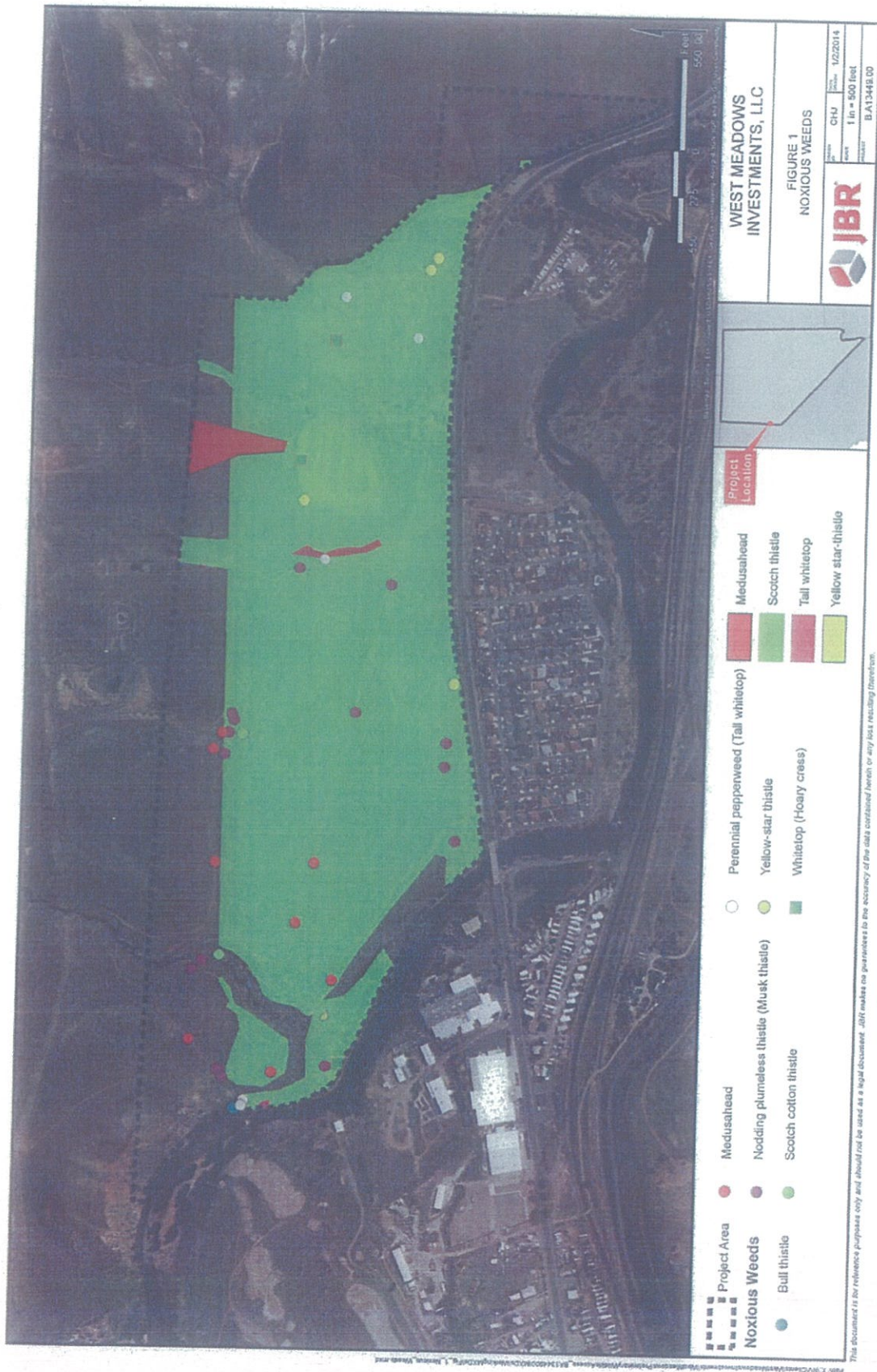


Josh Vittori  
Supervisor/Project Manager

Enclosures

## FIGURES





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## **ATTACHMENT 1**

### **Agency Consultation**

LEO DROZDOFF  
Director

Department of Conservation  
and Natural Resources

JENNIFER E. NEWMARK  
Administrator

BRIAN SANDOVAL  
Governor



Nevada Natural Heritage Program  
Richard H. Bryan Building  
901 S. Stewart Street, suite 5002  
Carson City, Nevada 89701-5245  
U.S.A.

tel: (775) 684-2900  
fax: (775) 684-2909



STATE OF NEVADA  
DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES  
**Nevada Natural Heritage Program**  
<http://heritage.nv.gov>

11 December 2013

John Lemback  
JBR Environmental Consultants, Inc.  
595 Double Eagle Ct., Suite 2000  
Reno, NV 89436

Dear Mr. Lemback:

Please find two sets of shape files containing the recorded endangered, threatened, candidate, and At Risk plant and animal elements (taxa) within the West Meadows Estates Project Area assumed to be extant, unless mentioned otherwise. This data set is packaged in GIS ArcMap 10 Format (projected, UTM Zone 11, NAD 1927). The shapefiles represent two separate shape file sets, which contain the recorded element occurrence records (EORs) within Nevada and their associated attributes for the area you requested. The files are labeled: JBR\_West\_Meadows\_comb.xxx and JBR\_West\_Meadows\_obs.xxx. Please refer to the Biotics Metadata (in xml files included) for explanations and interpretations of each data set along with its respective attributes.

Please find enclosed a shapefile of elements for which precise locations are considered sensitive. This shapefile (JBR\_West\_Meadows\_DS.xxx) contains occurrence data with general locational data (township, range). Precise data may be supplied upon request if sufficient need can be demonstrated and confidentiality can be guaranteed.

Please note that your use of these data is contingent upon your acknowledgment of the enclosed DATA LIMITATIONS AND RESTRICTIONS (revised 30 November 2010). In particular, please be aware that we furnish data with the understanding that these data are privileged and are not to be provided to a third party without our consent. Products derived from our data should cite the Nevada Natural Heritage Program as a source, along with the month and year in which we provided the data.

Many of our documents, including species lists and keys to our symbols, can be found on our website [www.state.nv.us/nvnhp/](http://www.state.nv.us/nvnhp/). Please visit our website to learn more about our program and the sensitive species of Nevada.

Sincerely,

Eric S. Miskow  
Biologist/Data Manager



LEO DROZDOFF  
*Director*

Department of Conservation  
and Natural Resources

JENNIFER E. NEWMARK  
*Administrator*

BRIAN SANDOVAL  
*Governor*



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STATE OF NEVADA  
DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES  
**Nevada Natural Heritage Program**  
<http://heritage.nv.gov>

**DATA LICENSE AGREEMENT**

**AGREEMENT:** Each person or organization ("requestor") who accepts or uses data ("the data set") provided by the Nevada Natural Heritage Program ("NNHP") agrees to all of the following:

**OWNERSHIP NOT GRANTED:** ownership of the data set remains exclusively with NatureServe Inc., NNHP, and/or those who provided the data to NNHP or NatureServe ("owners").

**DATA SET PROPRIETARY:** the data set, and the analytic tools and processes from which it is derived, remain the privileged, confidential property of the owners. The data set shall be treated as proprietary in all respects, and requestor shall implement all procedures reasonably necessary to protect owners' proprietary rights.

**DATA LICENSE GRANTED:** subject to all the terms of this agreement, NNHP grants to requestor a limited, non-exclusive, non-transferable right of access to the data set ("data license"), for the sole internal use of the requestor and for a period not to exceed one year from the date NNHP supplied the data set.

**DATA LICENSE LIMITED:** the data set shall not be duplicated for, sold to, provided to, or otherwise allowed to be available to any person or organization, other than the requestor, by any means electronic, written, verbal, or otherwise, without the consent of NNHP. Any and all requests for data access from third parties shall be directed to NNHP.

**DATA ACCESS LIMITED:** if an organization, requestor shall ensure that internal access to the data set is limited to those individuals with a legitimate need to access the data for the stated project and purpose. If requestor is an individual, data access shall be limited to that individual.

**LICENSE FEE DUE:** requestor agrees to abide by the separate NNHP fee schedule and payment policy incorporated here by reference, unless a separate data exchange agreement is in place between NNHP and requestor. Fees are payable upon receipt of invoice, and are due within 30 days of the invoice date.

**DATA LICENSE REVOCABLE:** at the sole discretion of NNHP, the data license may be terminated, revoked, and denied for all past, present, and future uses of the data set, when the earliest of the following occurs: (1) we have not received timely payment of the license fee or other mutually agreed compensation or exchange, or (2) requestor fails to remedy a breach of any other provision of this agreement, to the satisfaction of NNHP, within 15 days of being notified of such breach.

**EXPIRED DATA MUST BE DESTROYED:** the data license and data set both expire no later than one year after NNHP supplied the data set, or when the data license is revoked for cause, whichever occurs first. The original and all copies of any expired data set must be destroyed by requestor within 3 business days of expiration.



**ARCHIVE COPY PERMISSIBLE:** if expiration was not due to revocation of license for cause, requestor may retain one archived copy of the expired data set for the sole purpose of supporting previous decisions and analyses. Expired data sets shall not be used to generate new products, analyses, or decisions.

**EXTENSIONS NOT GRANTED:** if requestor needs access to the data set for longer than one year, a new data license and refreshed data set may be obtained from NNHP at a reduced fee if requested prior to expiration of the old data set. Requests received after expiration are subject to full license fees.

**SCOPE OF DATA USE LIMITED:** except by written consent from NNHP, requestor shall not use the data set for any project or purpose other than the project and purpose stated in writing when the data were first requested.

**SUBCONTRACTORS MUST SIGN SEPARATE AGREEMENT:** any subcontractors of requestor who require access to the data set for the same project and purpose must either request access to the data set, or license a separate copy of the data set, and in either case must sign a separate copy of this agreement. Subcontractors granted access shall not use the data set for any other project or purpose unless they have licensed a separate copy for such other project or purpose.

**DERIVED DATA PRODUCTS FOR EXTERNAL OR PUBLIC USE** are limited to (1) mapped data displayed at a fixed scale of 1:3,000,000 or smaller; (2) mapped data not identifiable to species or ecosystem and displayed at a fixed scale of 1:1,000,000 or smaller, and/or (3) display or description of known presence/absence of individual species, ecosystems, or groups thereof, at the scale and precision of U.S. counties, 8-digit hydrologic units, or grid cell units larger than or equal to 36 square miles. These limitations do not apply to products supplied to NNHP.

**DERIVED DATA PRODUCTS FOR INTERNAL USE ONLY** include any and all products not meeting the requirements for external or public use above. Such products must be conspicuously marked "Confidential and Proprietary - For Internal Use Only" and may only be shared with members of the requesting organization and subcontractors authorized by NNHP under this agreement.

**COMMERCIAL USE LIMITED:** physical and electronic products derived in whole or in part from the data set shall not be sold for commercial gain. This does not preclude a for-profit requestor from supplying such products as contract deliverables, subject to all other terms of this agreement.

**DATA SOURCE MUST BE CITED:** any products derived from the data set must cite the Nevada Natural Heritage Program as a source, along with the month and year we provided the data set.

**DATA SET INCOMPLETE:** the data set is the result of ongoing analyses and quality controls performed by NNHP staff using tools, concepts, and methods that are the property of NatureServe, Inc., and the Natural Heritage Network. The raw data we analyze are entrusted to us by various private and public organizations and individuals, obtained from published and unpublished literature, or in some cases derived from staff field surveys, and new data are constantly being received and incorporated.

**SENSITIVE LOCATIONS OMITTED:** NNHP generally withholds precise locational data for a few taxa considered highly vulnerable to collecting, poaching, harassment, or vandalism. Generalized data for such occurrences are provided in printed form. The more precise data may be supplied on request if sufficient need can be demonstrated and confidentiality can be guaranteed to our satisfaction.

**TAXONOMIC COVERAGE INCOMPLETE:** With few exceptions, NNHP attempts to maintain current data on all species and subspecies in the state listed as threatened, endangered, candidate, or sensitive by any federal, state, or private organization, or otherwise considered at-risk by NNHP. The Nevada Department of Wildlife manages, protects, and restores Nevada's wildlife resources and associated habitat, and their GIS Coordinator should be contacted (775-688-1565) to obtain further information regarding wildlife resources in your area of interest. The Nevada Division of Forestry, under N.R.S. 527.060-.120, protects and regulates the harvest of all cacti, yuccas, and evergreen trees, most taxa of which are not tracked by NNHP.

**GEOGRAPHIC COVERAGE INCOMPLETE:** NNHP data sets incorporate recent and historical occurrence reports from throughout the State of Nevada. In many cases NNHP has general information for areas outside the state, but we do not normally collect specific data for such areas. Except in rare cases where recent field surveys have been performed by NNHP, the data set only summarizes past reports received by us, is not a definitive representation of all species present or absent in a given place, and cannot be substituted for comprehensive surveys of any site or area. **ABSENCE OF EVIDENCE IS NOT EVIDENCE OF ABSENCE.**

**LAND STATUS ATTRIBUTES ADVISORY ONLY:** When land ownership or management status attributes are supplied with the data set, they have been derived from the best available maps and other information at the time, but usually are not further verified or updated. We do not assess the ownership status of associated mineral and water rights, or the presence or absence of easements or other encumbrances.

**AGREEMENT PERPETUAL:** to the fullest extent permitted by law, all provisions of this data license agreement remain in effect in perpetuity for NNHP, Requestor, and any and all successors, heirs, and assigns thereof.



Page 126

Page 127





Page 129



## United States Department of the Interior

FISH AND WILDLIFE SERVICE  
NEVADA FISH AND WILDLIFE OFFICE  
1340 FINANCIAL BOULEVARD, SUITE 234  
RENO, NV 89502  
PHONE: (775)861-6300 FAX: (775)861-6301  
URL: [www.fws.gov/nevada/](http://www.fws.gov/nevada/)



Consultation Tracking Number: 08ENVD00-2014-SLI-0055

December 12, 2013

Project Name: West Meadows Estate

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project.

### To Whom It May Concern:

The attached species list indicates threatened, endangered, proposed, and candidate species and designated or proposed critical habitat that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act of 1973, as amended (ESA, 16 U.S.C. 1531 *et seq.*), for projects that are authorized, funded, or carried out by a Federal agency. Candidate species have no protection under the ESA but are included for consideration because they could be listed prior to the completion of your project. Consideration of these species during project planning may assist species conservation efforts and may prevent the need for future listing actions. For additional information regarding species that may be found in the proposed project area, visit <http://www.fws.gov/nevada/es/ipac.html>.

The purpose of the ESA is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the ESA and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Guidelines for preparing a Biological Assessment can be found at: [http://www.fws.gov/midwest/endangered/section7/ba\\_guide.html](http://www.fws.gov/midwest/endangered/section7/ba_guide.html).



If a Federal action agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species, and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:  
<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this species list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally listed, proposed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the ESA, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally, as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation, for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the attached list.

The Nevada Fish and Wildlife Office (NFWO) no longer provides species of concern lists. Most of these species for which we have concern are also on the Animal and Plant At-Risk Tracking List for Nevada (At-Risk list) maintained by the State of Nevada's Natural Heritage Program (Heritage). Instead of maintaining our own list, we adopted Heritage's At-Risk list and are partnering with them to provide distribution data and information on the conservation needs for at-risk species to agencies or project proponents. The mission of Heritage is to continually evaluate the conservation priorities of native plants, animals, and their habitats, particularly those most vulnerable to extinction or in serious decline. In addition, in order to avoid future conflicts, we ask that you consider these at-risk species early in your project planning and explore management alternatives that provide for their long-term conservation.

For a list of at-risk species by county, visit Heritage's website (<http://heritage.nv.gov>). For a specific list of at-risk species that may occur in the project area, you can obtain a data request form from the website ([http://heritage.nv.gov/get\\_data](http://heritage.nv.gov/get_data)) or by contacting the Administrator of Heritage at 901 South Stewart Street, Suite 5002, Carson City, Nevada 89701-5245, (775) 684-2900. Please indicate on the form that your request is being obtained as part of your coordination with the Service under the ESA. During your project analysis, if you obtain new information or data for any Nevada sensitive species, we request that you provide the information to Heritage at the above address.

Furthermore, certain species of fish and wildlife are classified as protected by the State of Nevada (<http://www.leg.state.nv.us/NAC/NAC-503.html>). You must first obtain the appropriate license, permit, or written authorization from the Nevada Department of Wildlife (NDOW) to take, or possess any parts of protected fish and wildlife species. Please visit <http://www.ndow.org> or contact NDOW in northern Nevada (775) 688-1500, in southern Nevada (702) 486-5127, or in eastern Nevada (775) 777-2300.



Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan ([http://www.fws.gov/windenergy/eagle\\_guidance.html](http://www.fws.gov/windenergy/eagle_guidance.html)). Additionally, wind energy projects should follow the Service's wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

The Service's Pacific Southwest Region developed the *Interim Guidelines for the Development of a Project Specific Avian and Bat Protection Plan for Wind Energy Facilities* (Interim Guidelines). This document provides energy facility developers with a tool for assessing the risk of potential impacts to wildlife resources and delineates how best to design and operate a bird- and bat-friendly wind facility. These Interim Guidelines are available upon request from the NFWO. The intent of a Bird and Bat Conservation Strategy is to conserve wildlife resources while supporting project developers through: (1) establishing project development in an adaptive management framework; (2) identifying proper siting and project design strategies; (3) designing and implementing pre-construction surveys; (4) implementing appropriate conservation measures for each development phase; (5) designing and implementing appropriate post-construction monitoring strategies; (6) using post-construction studies to better understand the dynamics of mortality reduction (*e.g.*, changes in blade cut-in speed, assessments of blade "feathering" success, and studies on the effects of visual and acoustic deterrents) including efforts tied into Before-After/Control-Impact analysis; and (7) conducting a thorough risk assessment and validation leading to adjustments in management and mitigation actions.

The template and recommendations set forth in the Interim Guidelines were based upon the Avian Powerline Interaction Committee's Avian Protection Plan template (<http://www.aplic.org/>) developed for electric utilities and modified accordingly to address the unique concerns of wind energy facilities. These recommendations are also consistent with the Service's wind energy guidelines. We recommend contacting us as early as possible in the planning process to discuss the need and process for developing a site-specific Bird and Bat Conservation Strategy.

The Service has also developed guidance regarding wind power development in relation to prairie grouse leks (sage-grouse are included in this). This document can be found at: [http://www.fws.gov/southwest/es/Oklahoma/documents/te\\_species/wind%20power/prairie%20gr](http://www.fws.gov/southwest/es/Oklahoma/documents/te_species/wind%20power/prairie%20gr)

Migratory Birds are a Service Trust Resource. Based on the Service's conservation responsibilities and management authority for migratory birds under the Migratory Bird Treaty Act of 1918, as amended (MBTA; 16 U.S.C. 703 *et seq.*), we recommend that any land clearing or other surface disturbance associated with proposed actions within the project area be timed to avoid potential destruction of bird nests or young, or birds that breed in the area. Such destruction may be in violation of the MBTA. Under the MBTA, nests with eggs or young of migratory birds may not be harmed, nor may migratory birds be killed. Therefore, we recommend land clearing be conducted outside the avian breeding season. If this is not feasible, we recommend a qualified biologist survey the area prior to land clearing. If nests are located, or if other evidence of nesting (*i.e.*, mated pairs, territorial defense, carrying nesting material, transporting food) is observed, a protective buffer (the size depending on the habitat

requirements of the species) should be delineated and the entire area avoided to prevent destruction or disturbance to nests until they are no longer active.

Guidance for minimizing impacts to migratory birds for projects involving communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

If wetlands, springs, or streams are known to occur in the project area or are present in the vicinity of the project area, we ask that you be aware of potential impacts project activities may have on these habitats. Discharge of fill material into wetlands or waters of the United States is regulated by the U.S. Army Corps of Engineers (ACOE) pursuant to section 404 of the Clean Water Act of 1972, as amended. We recommend you contact the ACOE's Regulatory Section regarding the possible need for a permit. For projects located in northern Nevada (Carson City, Churchill, Douglas, Elko, Esmeralda, Eureka, Humboldt, Lander, Lyon, Mineral, Pershing, Storey, and Washoe Counties) contact the Reno Regulatory Office at 300 Booth Street, Room 3060, Reno, Nevada 89509, (775) 784-5304; in southern Nevada (Clark, Lincoln, Nye, and White Pine Counties) contact the St. George Regulatory Office at 321 North Mall Drive, Suite L-101, St. George, Utah 84790-7314, (435) 986-3979; or in California along the eastern Sierra contact the Sacramento Regulatory Office at 650 Capitol Mall, Suite 5-200, Sacramento, California 95814, (916) 557-5250.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment





United States Department of Interior  
Fish and Wildlife Service

Project name: West Meadows Estate

## Official Species List

**Provided by:**

NEVADA FISH AND WILDLIFE OFFICE  
1340 FINANCIAL BOULEVARD, SUITE 234  
RENO, NV 89502  
(775) 861-6300  
<http://www.fws.gov/nevada/>

**Consultation Tracking Number:** 08ENV000-2014-SLI-0055

**Project Type:** Development

**Project Description:** West Meadows Estate

<http://ecos.fws.gov/ipac>, 12/12/2013 10:14 AM





United States Department of Interior  
Fish and Wildlife Service

Project name: West Meadows Estate

### Project Location Map:



**Project Coordinates:** MULTIPOLYGON (((-119.9825179 39.5271539, -119.9635924 39.5268064, -119.9634637 39.5256147, -119.9626687 39.5250511, -119.9624552 39.5240589, -119.9610808 39.5230318, -119.9589554 39.5229964, -119.9589994 39.5195726, -119.9607364 39.5221192, -119.9630765 39.5227178, -119.9652437 39.5227674, -119.9669818 39.5227012, -119.9732412 39.5220127, -119.9748137 39.5217413, -119.9755647 39.5223371, -119.9765303 39.5229827, -119.9775388 39.5233799, -119.979749 39.5240254, -119.9802425 39.5252337, -119.9803129 39.5257363, -119.9807152 39.5261939, -119.9825179 39.5271539)))

**Project Counties:** Washoe, NV

<http://ecos.fws.gov/ipac>, 12/12/2013 10:14 AM



United States Department of Interior  
Fish and Wildlife Service

Project name: West Meadows Estate

## Endangered Species Act Species List

There are a total of 4 threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed on the **Has Critical Habitat** lines may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

cui-ui (*Chasmistes cujus*)

Population: Entire

Listing Status: Endangered

Greater sage-grouse (*Centrocercus urophasianus*)

Population: entire

Listing Status: Candidate

Lahontan cutthroat trout (*Oncorhynchus clarkii henshawi*)

Population: Entire

Listing Status: Threatened

Webber Ivesia (*Ivesia webberi*)

Listing Status: Proposed Threatened

Has Critical Habitat: Proposed



United States Department of Interior  
Fish and Wildlife Service

Project name: West Meadows Estate

## **Critical habitats that lie within your project area**

There are no critical habitats within your project area.

<http://ecos.fws.gov/ipac>, 12/12/2013 10:14 AM

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BRIAN SANDOVAL  
Governor

STATE OF NEVADA  
**DEPARTMENT OF WILDLIFE**

1100 Valley Road  
Reno, Nevada 89512  
(775) 688-1500 • Fax (775) 688-1595

TONY WASLEY  
Director

RICHARD L. HASKINS, II  
Deputy Director

PATRICK O. CATES  
Deputy Director

November 7, 2013

Nathan Gilbert  
Community Development Department  
Development and Businesses Services Center  
One East First Street  
Reno, NV 89505

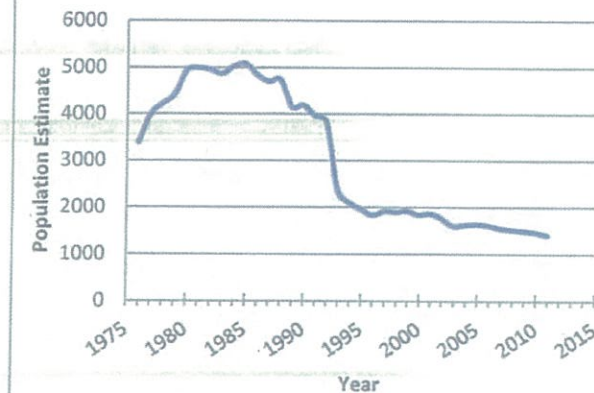
Subject: West Meadows Estates

Dear Mr. Gilbert:

Thank you for providing the Nevada Department of Wildlife (NDOW) with the opportunity to review the West Meadows Estates proposed plan. It is our job to identify potential impacts to wildlife prior to project implementation and to suggest mitigation measures to avoid and lessen impacts to wildlife. As such, we have identified the following measures to minimize and mitigate impacts to wildlife and look forward to future collaboration.

Mule deer have experienced severe population declines (Fig. 1) within the Loyalton-Truckee Deer Herd Area (which includes Peavine). Much of the decline in deer numbers can be attributed to "a combination of factors including, but not limited to, loss of habitat through human encroachment, significant mortality on highways and railroads, reduced habitat productivity resulting from natural vegetational changes, and harassment caused by greatly increased human recreational use (1982 Loyalton-Truckee Deer herd Plan)". Today, these issues still exist with urban and ex-urban development and associated recreational uses and loss of habitat due to invasion of weedy species following wildfires being the greatest threats. Human development and wildfires (human caused and natural) continue permanently removing winter range; subsequently, reducing the carrying capacity of the Loyalton-Truckee/Verdi Interstate herd. Much work has been done and continues toward minimizing threats to this herd (2010 Interstate Deer Project: Loyalton-Truckee Deer Herd Report and Management Plan Update).

**Figure. 1 September Population Estimate  
for Nevada Mule Deer Units 194 & 196**



Our agency has a history working with the City of Reno, Washoe County and various developers through land use planning and zoning, project planning, project implementation, and mitigation projects (see enclosed letters). Cooperatively, we have attempted to stave off the impacts to mule deer and other wildlife; however, these efforts have fallen short as indicated by the present and past mule deer population declines. We will continue to support protection and conservation measures for wildlife on Peavine and other areas surrounding Reno. We recognize and concede that the West Meadows Estates project will not crash the remaining mule deer population, but the question remains, how much is enough or too much? We believe that with good foresight, planning, and management we can limit further habitat degradation that has caused mule population declines, to stabilize the population and provide wildlife benefits to all wildlife. However, if we continue to incrementally remove and degrade wildlife habitat (which we have been opposed to [see enclosed letters]), the cumulative impacts will continue to cause further population declines for mule deer and other wildlife.

First, we must decide where we are going to draw the line to conserve this herd. This is a simple task that can be easily accomplished through proper planning. We are willing to concede and work cooperatively through the West Meadow Estates development planning process, but hope that areas above (i.e. to the north) are set aside permanently as open space to protect this crucial winter range. We also believe that this is a palatable approach from the development aspect as building constraints exist with increasing slope. This includes areas upslope of Somerset, Verdi, and in other areas on Peavine where urban sprawl has lowered the carrying capacity for mule deer. We would also appreciate discussing other areas (e.g. Garson) that are in need of protection. Our primary objective is to stabilize or increase the mule deer carrying capacity.

We would like to work cooperatively with the City of Reno, Washoe County and developers on a mitigation plan that may enhance habitat values upslope on Peavine in an attempt to limit the population decline. Developing such a plan will ensure project impacts from the West Meadows



Estates project can adequately offset the negative impacts, resulting in a net neutral or positive impact to mule deer and other wildlife.

We encourage the City of Reno to work cooperatively with the developers and housing associations to develop a comprehensive understanding that mule deer and other wildlife will coexist with them. We anticipate complaints will arise and will need to be addressed; however, our agency lacks sufficient manpower to address complaints and wildlife nuisance issues that may arise. Exclusionary measures will need to be addressed within the final proposal. Through development and implementation of a mitigation plan that enhances habitat above the development we expect complaints will be minimized but will not completely alleviate issues.

We would like to ensure public access is allowed up the Bull Canyon road located to the east. Furthermore, we recall that one of the older plans established a 50 – 75 foot corridor along the Truckee River edge to allow public access to the river. We continue to support this corridor and are willing to partner to enhance public access for fishing and wildlife viewing opportunities.

NDOW encourages developing and implementing a noxious and invasive species plan to prevent the further introduction and spread of undesirable species into adjacent habitat. Such a plan should include prevention measures, inventory, monitoring, and treatment. Noxious and invasive species plans ensure wildlife compatibility with new development by protecting and conserving adjacent habitat.

NDOW is available for further discussion regarding the West Meadows Estates Project. We look forward to working with the City of Reno and others. Please let us know if you have any questions, concerns, or need additional information.

Sincerely,



Mark Freese  
Supervisory Habitat Biologist



Cc:  
Washoe County Planning Department

Enclosures

2-17-2004 NDOW letter regarding January 2004 Mortensen-Garson Plan  
12-11-2002 NDOW Letter regarding Somerset Plan  
4-30-2002 NDOW memorandum regarding Lakemont Homes  
2-6-1996 NDOW letter regarding Somerset Project (2)  
1-31-1994 NDOW letter regarding Quilici Ranch-Verdi AP Amendment  
12-14-1989 NDOW Letter regarding Granit Construction Project  
9-29-1989 NDOW letter regarding Anderson Hill Quarry

Literature

California Department of Fish and Game. 1982. Loyalton-Truckee Deer Herd Plan. California Department of Fish and Game, Sacramento, USA.

California Fish and Game and Nevada Department of Wildlife. 2010. Interstate Deer Project: Loyalton-Truckee Deer Herd Report and Management Plan Update.



STATE OF NEVADA  
DEPARTMENT OF WILDLIFE

1100 Valley Road  
P.O. Box 10878  
Reno, Nevada 89520-0022  
(702) 789-0500

BOB MILLER  
Acting Governor

WILLIAM A. MOLINI  
Director

December 14, 1989

Mr. Larry J. Johnson  
Vice President  
SEA Consulting Engineers  
950 Industrial Way  
Sparks, Nevada 89431-6092

Dear Larry:

Please find enclosed a map depicting mule deer distribution on Peavine Mountain. Our agency is party to the Loyalton-Truckee Mule Deer Herd Management Plan (May 6, 1983) with the Toiyabe National Forest, Carson City District of the Bureau of Land Management and California Fish and Game. According to the plan objectives, all agencies must strive to achieve a population goal of 8,400 mule deer. Peavine Mountain provides critical winter range and migratory corridors for this herd.

Current population data indicates the spring fawn to adult ratio of 22.3 is far below the plan objective of 44 to 45. These data indicate the need to protect, restore and maintain Nevada mule deer winter ranges. Consistent with this plan and coordinating agencies, we emphasize the need to place this habitat into public ownership. Standards and guidelines of the Toiyabe Forest Plan will manage these lands for its wildlife and watershed values.

We would appreciate Granite Construction's consideration to exchange these lands for other federal holdings. If there are any questions on this matter, please feel free to contact our office.

Sincerely,

WILLIAM A. MOLINI, DIRECTOR

Richard T. Heap Jr.  
Regional Manager  
Region I

REL:rel\ph

149



KENNY C. GUINN  
Governor

STATE OF NEVADA  
DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES

**DIVISION OF WILDLIFE**

1100 Valley Road  
Reno, Nevada 89512  
(775) 688-1500 • Fax (775) 688-1595

R. MICHAEL TURNIPSEED, P.E.  
Director

Department of Conservation  
and Natural Resources

TERRY R. CRAWFORTH  
Administrator

December 9<sup>th</sup>, 2002

City of Reno  
Community Development Department  
P.O. Box 1900  
Reno, NV 89505

UEL 11 2002

Attn: Ms. Cheryl Ryan

Re: Somerset Planned Unit Development

Dear Ms Ryan:

I am in receipt of your furnished copy of the development standards handbook for the above project (Somerset). I regret to inform you that I will be unable to examine the entire DSL in order to provide a comprehensive assessment in the time frame that you request. I am further handicapped by the fact that the Division's original correspondence regarding this project is archived and will take some effort to retrieve, again outside of the time frame.

What I can offer you is a comparison of the conceptual land use plan, identified as Figure 1-5 in the DSL, to the copy of plan that you have identified for me as the approved site plan. I acknowledge that property boundaries have changed. I also note that the DSL map leaves considerably less undeveloped land than the original, or more properly, the *approved site plan*. The latter clarification is provided because I cannot claim with any certainty that the *approved site plan* is the same one that our agency mutually scrutinized with the project proponents back in January 1996. Can you tell me whether the approved site plan is the same as the original plan developed by Jeff Codega Planning/Design Inc. following our input? Regardless, both maps delineate considerably more dwelling units than Washoe County's original (pre-1996) zoning allowed.

Our concerns at that time remain similar to what they are now – the project will eliminate key winter habitat utilized by the Loyalton-Truckee Interstate Mule Deer Herd through conversion to urban landscape and infrastructure. Peripheral impacts caused by intensified human activity within the project envelope and within adjacent public and private lands will jeopardize herd survival under a harsh winter climatic regime.

We expressed these concerns to the proponents in 1996. Upon their request, we forwarded our suggestions for land use actions that could mitigate the impacts to the herd. Principally, we suggested that the proponents increase the carrying capacity of the remaining vacant land through a series of vegetative manipulations. Increasing the density of forage plant species over most vacant ground and planting upper-story cover plant species within vacant drainages were two mitigation elements that could sustain deer albeit under higher densities. Seed mix recommendations were not limited to a 50 foot wide buffer strip as indicated in the handbook. Forage plant seedlings were to occur on land away from the housing tracts in order to discourage deer from loitering in unsafe proximity. I was not provided with Book 2 of the DSL so I cannot offer an assessment of the proponent's current plans regarding this buffer. I suspect that what the Division agreed to in 1996 may not be applicable now.



City of Reno  
December 9<sup>th</sup>, 2002  
Page 2

The success of these efforts can only be guaranteed if disturbance is minimal. Human activity in vacant areas would have to be controlled and road access to higher elevation housing phases would have to incorporate minimal road surface. Additionally, we requested that overland travel on these roads be kept at a low rate of speed. We also acknowledge that Somerset Parkway is now located further to the north. This plan iteration requires us to reassess our original comments. This action, along with the redistribution of village sites will effectively eliminate any potential mitigation value that the original suggestions measures might have had.

The Division opposed the development of a golf course, citing that landscape vegetation, not the greens and fairways themselves, will attract deer. The playing surfaces will inevitably attract Canada geese. Presence of either species will create a nuisance, and perhaps even a hazard, to community's residents. I recollect that the golf course was dropped from the original concept plan, yet I now see that it is incorporated into the development. The Division may have missed an opportunity to provide input to an amendment at some point in the recent past.

Suffice it to say that our faith in these mitigation measures was then and is now guarded. We believe that the deer herd will respond to the increased human presence as it has elsewhere in the Truckee Meadows and in other similar circumstances throughout the west. The herd will diminish in number. The herd will suffer dramatic losses under severe winter weather when they are can no longer utilize the low elevation, south facing, sagebrush-covered slopes that the site affords, hence its designation as 'critical' winter range. Individual animals will adjust to the human presence and will interact at random, sometimes causing problems for or at the very least eliciting concern from the community's residents. Deer presence always supports the presence of deer predators. Coyotes and mountain lions will be present at current numbers until such time that their primary prey are reduced in number. New human residents will have to adjust to the fact that these animals will always exist along the periphery and will be a threat to persons and property. The threat to the former is only slight while the threat to the latter is highly probable. Efforts to control pets are admirable on paper; however, pets will still end up missing.

In conclusion, the Division believes that the increased amount of acreage subject to development, the redistribution of villages, the realignment of traffic routes and the inclusion of the golf course now render our original input moot.

If I can be of any further assistance, please feel free to contact me.

Sincerely,



CRAIG A. MORTIMORE  
Supervising Game Biologist  
Western Region

cc: Western Region Habitat Bureau  
W. Mandeville  
CDFG - J. Holley



STATE OF NEVADA  
DEPARTMENT OF WILDLIFE

1100 Valley Road  
P.O. Box 10678  
Reno, Nevada 89520-0022  
(702) 789-0500

100 West 8 Street  
Fallon, Nevada 89406

BOB MILLER  
Acting Governor

WILLIAM A. MOLINI  
Director

September 29, 1989

Mr. Larry J. Johnson  
Vice President  
SEA Consulting Engineers  
950 Industrial Way  
Sparks, Nevada 89431-6092

RE: Anderson Hill Quarry - Peavine Mountain

Dear Larry:

We appreciate consulting with you and Granite Construction concerning wildlife resources on Peavine Mountain in Washoe County. Our agency is working with California Fish and Game and the Toiyabe National Forest to preserve critical habitat for the Truckee-Loyalton Interstate Mule Deer Herd. This herd is dependent on Peavine Mountain for critical winter range and migratory corridors to other winter ranges near Cold Springs.

It is the position of our agency that Peavine Mountain has important and unique wildlife, recreation and watershed values in need of protection and management. The Department endorses all zoning ordinances and policies of Washoe County that inhibit development on Peavine Mountain. In addition, our agency is under an agreement with California to manage for a viable herd within its carry capacity. The Toiyabe Forest has adopted strict standards and guidelines to manage their lands to support the state's herd management goal. Therefore, we must review any development or management proposals within the guidelines of these agreements and regulations.

In review of the preliminary assessment we find the quarry site is within mule deer habitat. This area provides some wintering habitat and is within a migratory corridor. We request that Granite Construction consider mitigation.

72

100-111



Mr. Larry J. Johnson  
September 29, 1989  
Page 2

For Granite lands within the boundaries of the U.S. Forest Service and beyond the Anderson Hill Quarry and Gravel Plant, please consider:

1. Offer for sale to the U.S. Forest Service.
2. Offer to exchange these lands to the Forest Service for federal lands in Nevada.
3. Offer a deed restriction to limit development, disallow grazing and allow public access.
4. Offer the state a conservation easement addressing development, livestock grazing and public access.
5. Disallow livestock grazing.

For Granite Construction lands east of Highway 395, near Silver Lake Playa, please consider:

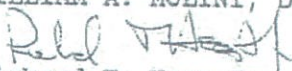
1. Donate lands at "L" Lake to the Department's Watchable Wildlife Program.

The above suggestions can fully offset the direct and indirect impacts of Granite Construction's proposal. We feel that Peavine Mountain needs intensive management for watershed, wildlife and recreation values. Current private holdings and land uses are degrading and threatening important resources on Peavine Mountain. Please consider the above mitigation to help in resolving present conflicts.

We look forward to working with SEA and Granite Construction Company to find a mutual agreement concerning this matter. If there are any questions or need for future meetings, please contact Mr. Roy Leach, Supervising Biologist, 423-3171.

Sincerely,

WILLIAM A. MOLINI, DIRECTOR

  
Richard T. Heap Jr.  
Regional Manager  
Region I

REL:rel/ph

CC: Habitat, Reno  
Washoe County, John Warlaw  
Granite, James Roberts, Box 2087, Sparks, 89432  
Toiyabe Forest, Guy Pence  
Rich Trachok, 232 Court St., Reno 89501





NEVADA DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES

**DIVISION OF WILDLIFE**

1100 Valley Road ★ Reno, Nevada 89512-2817  
(775) 688-1500

**MEMORANDUM**

4 MAY 02  
Email  
call county  
April 30, 2002

To: Western Region Habitat, Roy Leach

From: Walter Mandeville

Re: Lakemont Homes

When I first looked at this map, I thought I had it upside down or was not looking at it properly. Finally I realized that, in fact the view is correct. This development is located in the middle of some of the best deer winter range in Western Nevada. During the recent spring survey we classified about 1,100 mule deer from north of the McQueen area over to Verdi. This project is going to remove some of this habitat.

It is interesting to note that Washoe County has named the mule deer a keynote species for the Peavine plan. It appears that at the current rate of development along the Peavine front that there are not too many people that have that big of an interest in mule deer in this area.

This development will certainly impact mule deer on this winter range. It is a surety that each development will cause a reduction in this herd. This herd will become smaller to the point of the only deer in the area are those that adapt to the urban environment and become yearlong residents such as those that live along the river corridors in Western Nevada. I do not believe that there is any mitigation that can replace this loss of habitat especially the critical winter habitat that is becoming more limited as time passes. This includes all of the Western Nevada front from north of Reno and south to Carson Valley and the Minden/Gardnerville area. This area is beginning to resemble the area of Colorado from Fort Collins to South of Colorado Springs, and probably Pueblo

Colorado.

I am not sure what can be done about this but I do feel that this development should be opposed by NDOW in that it will destroy prime winter range. It does not matter if it is built as a cluster or any other design it still seriously impacts this interstate herd. The residents of this community will have dogs, ATV's etc. and they will all promise to do the right thing for wildlife. All in all, this development will have a great impact to the wildlife values in this particular area.



KENNY C. GUINN  
Governor

STATE OF NEVADA  
**DEPARTMENT OF WILDLIFE**

1100 Valley Road  
Reno, Nevada 89512  
(775) 888-1500 • Fax (775) 888-1595

TERRY R. CRAWFORTH  
Director

GENE WELLER  
Deputy Director

Reno City Planning  
Cheryl Ryan  
P.O. Box 1900  
Reno, NV 89501

February 17, 2004

Re: Mortensen et. al. Development Standard Handbook

Dear Ms. Ryan

The Nevada Department of Wildlife (NDOW) has recently reviewed the Mortensen et. al. Development Standard Handbook prepared by Summit Engineering. It appears that little information has been included regarding wildlife that inhabit the area and in fact are dependent upon some of the region as critical winter range, migration corridors and a source of forage and water. These species include mule deer, passerine birds, raptors, small mammals, and a variety of predatory species including mountain lion and coyote. To that end NDOW would recommend the following wildlife stipulations be included in the Development Standard Handbook to provide for these species continued existence into the future:

The Developer shall provide and maintain wildlife corridors throughout the development. Working closely with the Department of Wildlife, the developer(s) will preserve greenbelt/wildlife areas, which exist in the project. These areas serve as a habitat for mule deer and other species during the winter months and may, in some cases be improved by planting and restoring native vegetation or species like forage kochia. This will ensure that the natural habitat and migration routes of wildlife will be provided for. These areas will also provide visual breaks between developed areas. Greenbelts and wildlife areas will be maintained as dedicated easements.

Wildlife corridors should be designed with the following criteria in mind:

- \*Corridors shall be as wide as possible. Corridor width may vary, with the habitat type, but should be a minimum of 1000 feet wide (see attached).
- \*As much open space as possible shall be maintained next to any culverts to encourage use of the culverts.
- \*Maximize land uses adjacent to the corridor that reduces human impacts to the corridor. Having surrounding habitat similar to that found within corridors can offset isolation effects along corridors.



- \*Do not allow housing or other impacts to project into the corridor to form impediments to movement and increase harmful edge effects.
- \*Develop strict lighting restrictions for the houses adjacent to the corridor to prevent light pollution into the corridor. Lights must be directed downward and inward towards any homes or businesses.
- \*All wildlife corridors shall be maintained as dedicated easements.

Natural areas that support wildlife enhance water quality by reducing the total areas of paving and other man-made features, can act as recharge areas, manage stormwater and provide views and recreational opportunities. A majority of the development shall be left in its natural state or as open space. These open space areas shall be dedicated easements.

Natural buffers shall be maintained along all boundaries between parcels, developed areas and wildlands. These parcels shall be maintained as dedicated easements.

All drainage-ways, annual, intermittent and perennial streams shall be used for wildlife enhancement, improvement of water quality and to maintain/enhance native vegetation. Natural rock check dams shall be constructed in key drainage locations approved by the City of Reno and the Department of Wildlife to create natural water resources and features and for moisture retention for enhanced riparian growth/habitat. These areas shall be maintained as dedicated easements.

Wildlife edges shall be created within the development to ensure that wildlife habitat is protected. In addition, open space preserves around the perimeter of the project will ensure that adjacent properties are buffered from new neighborhoods. These open space and wildlife edges shall be maintained as dedicated easements.

All drainage-ways, intermittent, annual and perennial streams within the developed area shall be preserved as open space and wildlife corridors. These areas shall be maintained as dedicated easements. This will add aesthetic appeal to the community and will help ensure that wildlife habitat and access to the public lands is retained or provided for.

Landscaping of open space or drainage-ways may occur. Turf areas will be kept to a minimum to conserve water. Priority will be placed on native vegetation species. Secondary priority will be given to those nonnative species that provide good wildlife habitat and food value.

All areas that are disturbed during and after the initial development/construction phase shall be restored to as natural a condition as possible by utilizing native plant species.

The developer(s) shall provide all changes, proposed changes, amendments, alternatives, additions and deletions to the Department of Wildlife at least 30 (thirty) days prior to any meetings to provide for proper review.

The developer(s) shall provide for protection, loss prevention or mitigation of loss of any sensitive species of plant or animal as listed by the Nevada Natural Heritage Program.

Vehicular access must be maintained to the USFS road that connects to the southeast corner of the south property. This road represents the only access point to reach Bronco, Gray and Deep Creeks. These creeks are identified as Lahontan Cutthroat Trout Recovery Streams and must be accessible to NDOW fisheries biologists for management activities. Additionally, this is one of the few remaining access points for recreationists to get to the USFS lands that lie along the perimeter of the project.

Due to its proximity to the Truckee River, the 65 acre business park proposed to be built along the Southern Pacific railroad tracks on the former Quilici Ranch should be subject to the same prohibited industrial uses outlined in the Critical Stream Zone Buffer Area Development Standards. These uses include aggregate facilities (permanent or temporary), energy production, general industrial (heavy), inoperable vehicle storage, mining operations, salvage yards, and wholesaling, storage and distribution (heavy).

These recommendations are based upon NDOW input to the Planning Policies adopted by the City of Reno for the Somerset Development in 2001/2002. That plan provided for wildlife and their habitats in an urban interface setting. We appreciate the opportunity to provide input to the final development of the Mortensen et. al. Development Standard Handbook and are hopeful that the developer will seek future assistance from NDOW in development of a wildlife friendly project.

Sincerely,



Doug Hunt, Habitat Bureau Chief

DH  
Attachment

cc: Mike Dobel, Supervising Game Biologist  
Roy Leach, Supervising Habitat Biologist  
1231, 1319  
Verdi Citizens Advisory Board



# Principles of Wildlife Corridor Design

*Monica Bond*

*Center for Biological Diversity*

*October 2003*

## *Summary*

Wildlife corridors have been proposed as a means to moderate some of the adverse ecological effects of habitat fragmentation. This document discusses principles of evaluating and designing wildlife corridors to facilitate use by target species.

## *Introduction*

Habitat fragmentation affects numerous ecological processes across multiple spatial and temporal scales, including changes in abiotic regimes, shifts in habitat use, altered population dynamics, and changes in species compositions (Schweiger et al. 2000). Patch size has been identified as a major feature influencing the plant and small mammal communities, and some wildlife populations are vulnerable to collapse in habitat fragments. The composition, diversity, and spatial configuration of patch types, distances from sources, edge-to-area ratios, and ecotonal features may also structure the plant and animal communities. For example, Bolger et al (1997) found that canyon coastal sage scrub and chaparral fragments under about 60 acres in San Diego County that had been isolated for at least 30 years supported very few populations of native rodents.

Wildlife movement corridors, also called dispersal corridors or landscape linkages as opposed to linear habitats,<sup>1</sup> are linear features whose primary wildlife function is to connect at least two significant habitat areas (Beier and Loe 1992). These corridors may help to reduce or moderate some of the adverse effects of habitat fragmentation by facilitating dispersal of individuals between substantive patches of remaining habitat, allowing for both long-term genetic interchange and individuals to re-colonize habitat patches from which populations have been locally extirpated. Many natural areas are critical core habitat, and are therefore inappropriate for any human development; thus the preservation of corridors will not mitigate against additional loss of core habitat (Beier 1993, Rosenberg 1997). In cases where some development may be acceptable, corridors can be incorporated into the design of a development project by conserving an existing landscape linkage or restoring habitat to function as a connection between larger protected areas.

The level of connectivity needed to maintain a population of a particular species will vary with the demography of the population, including population size, survival and birth

<sup>1</sup> Linear habitats (such as fencerows in an agricultural landscape or streamside buffers) are valued primarily as habitat (Beier and Loe 1992)



rates, and genetic factors such as the level of inbreeding and genetic variance (Rosenberg et al. 1997). These demographic parameters are important baseline data to determine the efficacy of a corridor. In addition, there are a number of general principles for designing and monitoring the effectiveness of wildlife corridors, which are described below.

### *Corridor Evaluation*

Beier and Loe (1992) outlined a six-step "checklist" for evaluating corridors:

- Step 1:* Identify the habitat areas the corridor is designed to connect.
- Step 2:* Select several target species for the design of the corridor (i.e., select "umbrella species")<sup>2</sup>.
- Step 3:* Evaluate the relevant needs of each target species<sup>3</sup>.
- Step 4:* For each potential corridor, evaluate how the area will accommodate movement by each target species.
- Step 5:* Draw the corridor on a map.
- Step 6:* Design a monitoring program.

Evaluating how the potential corridor will accommodate movement by each species (*Step 4*) is a critical step in the process. This evaluation includes the consideration of how likely the animal will encounter the entrance to the corridor, actually enter the corridor, and follow it to the end. Additionally, it is important to consider whether there is sufficient concealing cover, food, and water within the corridor for the animal to reach the full length of the corridor, or whether such elements need to be created and maintained. Finally, specific impediments to movement within the potential corridor must be assessed, including topography, roads and type of road crossing, fences, outdoor lighting, domestic pets, noise from vehicle traffic or nearby buildings, and other human impacts.

### *Specifics of Corridor Design*

#### Corridor Features

- The corridor should be as wide as possible. The corridor width may vary with habitat type or target species, but a rule of thumb is about a minimum of 1,000 feet wide (but larger if possible).
- Maintain as much natural open space as possible next to any culverts to encourage the use of the culverts.
- Maximize land uses adjacent to the corridor that reduce human impacts to the corridor (Beier and Loe 1992). Isolation effects along corridors can be offset by

<sup>2</sup> Because vegetative or topographic structures that facilitate movement for one species may inhibit movement for another, the selected species should cover a range of habitat associations and vagilities (Beier and Loe 1992).

<sup>3</sup> Identify the movement and dispersal patterns of selected species, including seasonal migrations (Beier and Loe 1992).

having surrounding habitat similar to that found within corridors (Perault and Lomolino 2000).

- Do not allow housing or other impacts to project into the corridor to form impediments to movement and increase harmful edge effects.
- If housing is to be permitted next to the corridor, put conservation easements on adjacent lots to prohibit structures nearest the corridor.
- Develop strict lighting restrictions for the houses adjacent to the corridor to prevent light pollution into the corridor. Lights must be directed downward and inward toward the home.

#### Culvert Design

- Bridged undercrossings are preferable.
- If a bridge is not possible, use a 12-foot by 12-foot box culvert or bigger for larger animals.
- Install a small, one-foot diameter tube parallel to the large box culvert for small animals. The upstream end of the small tube should be a few inches higher than the bottom of the upstream end of the box culvert, so that it will stay dry and free of debris (P. Beier, personal communication).
- The culvert bottoms should be as close as possible to any canyon bottom and not be perched up a fill slope.
- Use natural substrate on the bottom of the culvert, such as dirt with pebbles. Underlay the natural substrate with cobbled concrete. Replace the dirt when necessary (i.e., if it is washed out).
- On the road above the culverts, install speed bumps and wildlife crossing signs to slow the cars, and prohibit street lighting to facilitate use of the crossing.
- Plant and maintain lots of vegetative cover (shrubs and low cover) near the entrance-exits of the culverts, without visually or physically blocking the entries.
- Install appropriate fencing (at least six feet in height) to funnel animals towards the culverts.

#### Vegetation Restoration

- Require maintenance or restoration of native vegetation, and long-term management.
- Provide an adequate endowment for restoration and management of the corridor.
- Plant native trees, shrubs, and other plants to provide food and cover, as well as nesting opportunities for birds.

#### Management and Enforcement

- If housing is to be permitted adjacent to the corridor, require the Home Owner's Association or each homeowner to maintain -- on their own property -- a mowed, 30-foot to 60-foot buffer along a flat or slightly sloped grade between the native vegetation in the corridor and each adjacent lot, for fire abatement.



- No wood fences should be allowed in the corridor and along any of the lots adjacent to the corridor.
- No domestic pets are to be allowed in the corridor. Cats and dogs should be trapped and returned to owners if they have a collar, or brought to the animal shelter if they have no identification tags.
- No feeding of wild animals, other than bird feeders, should be allowed.
- Educate each landowner adjacent to the corridor about the regulations (lighting, mowing the buffer, no trespass, etc.) and ask each of them to watchdog the corridor for trespass. Develop a pamphlet and convene a meeting. In appropriate locations, install educational signs about the corridor and the species that could potentially use the corridor.
- Any violations should be strictly enforced and citable.

### *Conclusion*

Wildlife corridors are not proposed as mitigation for loss of core habitat. However, with careful planning and design, wildlife corridors can help reduce the negative effects of habitat fragmentation by allowing dispersal of individuals between large patches of remaining habitat. While additional study on the efficacy of wildlife corridors is necessary, some general principles of evaluation and design are available and should be implemented. Monitoring the use of corridors by target wildlife species is an important step in corridor planning, to allow for adaptive management.

### *Citations*

- Beier, P. 1993. Determining minimum habitat areas and habitat corridors for cougars. *Conservation Biology* 7:94-108.
- Beier, P. and S. Loe. 1992. A checklist for evaluating impacts to wildlife movement corridors. *Wildlife Society Bulletin* 20:434-440.
- Bolger, D. T., A. C. Alberts, R. M. Sauvajot, P. Potenza, C. McCalvin, D. Tran, S. Mazzoni, and M. E. Soule. 1997. Response of rodents to habitat fragmentation in coastal Southern California. *Ecological Applications* 7:552-563.
- Perault, D. R. and M. V. Lomolino. 2000. Corridors and mammal community structure across a fragmented, old-growth forest landscape. *Ecological Monographs* 70:401-422.
- Rosenberg, D. K., B. R. Noon, and E. C. Meslow. 1997. Biological corridors: Form, function, and efficacy. *BioScience* 47:677-687.
- Schweiger, E. W., J. E. Diffendorfer, R. D. Holt, R. Picotti, and M. S. Gaines. 2000. The interaction of habitat fragmentation, plant, and small mammal succession in an old field. *Ecological Monographs* 70:383-400.





BOB MILLER  
Governor

STATE OF NEVADA  
DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES

**DIVISION OF WILDLIFE**

1100 Valley Road  
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PETER G. MORROS  
Director  
Department of Conservation  
and Natural Resources

WILLIAM A. MOLENI  
Administrator

February 6, 1996

Jeff Codega  
Jeff Codega Planning/Design, Inc.  
433 West Plumb Lane  
Reno, NV 89509

RE: Somerset Project

Dear Mr. Codega:

We appreciate the effort that you, Blake Smith and Bob Sader have taken to include mule deer as an integral component in the planning of the Somerset Project. As we have stated in our previous meetings, your endeavor to include our agency prior to project submittal is unique among developers. I am sending this letter in order to continue our working relationship. Please consider our following comments:

1. Current Land Use Designation

Within the Truckee Meadows Regional Plan, Washoe County has demonstrated a desire to manage for an open space environment at the base of Peavine Mountain. We understand that this designation is due in part to input that we submitted several years ago. The county understood then that the presence of mule deer contributed to the quality of life. Their foresight was verified in the form of public support for mule deer as a central issue with the Reno Ranch and other development proposals.

Current land use designation allows for one dwelling unit per 40 acres for much of the proponent's 1,728+ acres. We calculated a total theoretical build-out at 43.2 units. We continue to assert our belief that total build-out is unrealistic in this area. We further disagree with the assertion that such a build-out would have more deleterious effect on the deer herd than cluster developments would. We admit that supporting data is sparse; however, this is principally due to the fact that most winter range has been developed at high densities, particularly along the Sierra Front.



2. Precedent for Further Urbanization

We share the concerns expressed by the citizens of Mogul and Verdi regarding the westerly creep of Reno City limits. We have heard your rebuttal and are in general agreement with you. Your overture to place the project's open space in a conservation easement is commendable.

3. Mitigation

We have discussed the area's value as crucial winter habitat in our previous meetings and through correspondence with your consultants. To briefly reiterate, the slope and aspect of the lower elevation terrain offers forage conditions and a climatic regime that support deer during the most stressful winters. Unfortunately, this very same terrain is also the most buildable. We can come to agreement with your project if we can mitigate the impacts to the herd through design alteration and on-site strategies. Basically, we would like to see the area's current carrying capacity remain constant or be increased within that open space that remains after build-out. Most of the ideas stated within Bob's 1/19/96 memo to Blake are acceptable to us.

A. Design Alteration

We believe that elimination of Clusters 1, 4, 5, 6 and 7 would allow deer to utilize these good aspect, moderate to steep slopes with minimal disturbance. However, under heavy snow accumulations, deer would still be forced from these areas. Elimination of Villages 4 and 5 would leave the deer with some lower elevation, gentle terrain habitat.



Jeff Codega  
February 6, 1996  
Page 3

#### B. Vegetative Manipulation

Within the remaining open space, particularly if you elect to eliminate Villages 4 and 5, improvement of the forage base could maintain or increase the area's carrying capacity. We discussed forage kochia at our last meeting. Introduction of this plant and other plant species will accomplish this. Creation of small check dams on the area's many drainages would create reliable water sources from which willow riparian zones can be created. This cover provides the thermal protection needed by stressed deer. Full maturation of sage and four-wing saltbrush plantings in the uplands would also achieve this end. We have had success in rehabilitating burned deer winter range and see the same opportunities here. We will forward written material to you.

#### 4. Future Complaints by Residents

We would like some assurance that future residents will have a comprehensive understanding that mule deer and other wildlife will coexist with them. We anticipate that legitimate complaints will arise and will need to be addressed; however, our agency lacks sufficient manpower to respond to them. Exclusionary measures will need to be addressed within the final proposal.

Jeff, I completely understand the proponent's desire to utilize the land in a profitable venture. We do not wish to obstruct this basic tenet of American culture. However, we must accept our statutory responsibility to represent the state's wildlife resources. I believe that we can accomplish both through a cooperative approach. It will be hard work, but together we may create an innovative precedent.

Sincerely,

William A. Molini  
Administrator

CC: Blake Smith  
Bob Sader  
Region I  
Habitat Bureau  
Craig Mortimore





BOB MILLER  
Governor

STATE OF NEVADA  
DEPARTMENT OF CONSERVATION AND NATURAL RESOURCES

**DIVISION OF WILDLIFE**

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PETER G. MORROS  
Director  
Department of Conservation  
and Natural Resources

WILLIAM A. MOLINI  
Administrator

**FAX MEMO**  
#PAGES: 2 DATE: 1/31/94 FAX: 328-3648  
TO: Ms. Cynthia Herman  
FROM: Rick Hepp  
CC: ADOL  
PH: 423-3171 FAX: 423-8171

January 31, 1994

Ms. Cynthia Herman  
Washoe County Department of Comprehensive Planning  
P.O. Box 11130  
Reno, Nevada 89520

FAX 328-3648

RE: Quilici Ranch/Verdi AP Amendment

Dear Cynthia:

We have had the opportunity to review a copy of the Staff Report regarding the Verdi Area Plan amendment requested by applicants Ed and Louise Graham. Our agency's concerns are appropriately identified within the Staff Concerns and Comprehensive Plan Consistency (Conservation element) sections.

This area serves as key winter range for the Loyalton-Truckee interstate mule deer herd. The area also provides habitat for mountain quail, a species that appears to be in decline throughout the west. We believe that development of this area would negatively affect these and other wildlife species. During the formation of the Verdi Area Plan, we commented that retention of open space through low density zoning was the best alternative for wildlife within the plan area.

We remain committed to this ideal. Since we are unable to attend tomorrow's planning commission hearing or today's caucus, we ask that you convey our position.

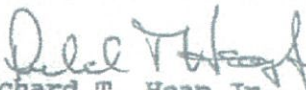
90

Ms. Cynthia Herman  
January 31, 1994  
Page 2

If you have any questions, please do not hesitate to call our office at 423-3171. The biologist for this area is Craig Mortimore at 463-2918.

Sincerely,

WILLIAM A. MOLINI, ADMINISTRATOR

  
Richard T. Heap Jr.  
Regional Manager  
Region I

CM:pp  
CC: Habitat, Reno  
Craig Mortimore

## Appendix E – Traffic Study (Dated October 2013)



# Traffic Study

For

## West Meadows Estates

Prepared For:

WEST MEADOWS INVESTMENTS, LLC  
PO BOX 8070  
Reno, Nevada 89507

Prepared By:

**KKRATER CONSULTING**

A Nevada professional corporation  
901 Dartmouth Drive  
Reno, Nevada 89509  
(775) 815-9561

October 2013



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## I. INTRODUCTION

This report documents the findings of a preliminary traffic study conducted by KKrater Consulting to evaluate the impacts of a proposed new residential development that includes a commercial component located on US Highway 40 in the Verdi area of Reno, Nevada.

### Project Description

West Meadows Estates is a proposed +/-199 acre residential development that will have a commercial component of approximately 13.1 acres. This project is located on the north side of US Highway 40 approximately 1.35 miles from the I-80 westbound off ramp to the main project entrance. The main entrance is proposed to line up with an existing street to the south called Summerset Drive that provides access to Glen Meadows Village, an existing and well established mobile home subdivision.

West Meadows Village is currently in the planning stages and at this time, a Master Plan Amendment and Zoning Map Amendment are proposed to entitle the land use portion of the project. No specific details were provided as to number of single family lots or square feet or types of commercial. Thus, assumptions were made to determine the development potential of the project based on the authors knowledge and professional experience with similar projects.

As proposed, the project will consist of 109 acres of single family residential development with a 6,000 sq. ft. minimum lot size, 13.1 acres of commercial/retail development, and 77 acres of open space. The open space will encompass steep hillsides with slopes exceeding 30%. A 120kV overhead electric line also exists on the site, running in an east-west direction through the single family portion of the project that will reduce the overall density of development.

### Project Assumptions

In order to determine the potential level of development, the following assumptions were used.

- The average lot size will be 25% greater than the allowed minimum size lot of 6,000 sq. ft. This will account for street curvature, larger corner lots, and other constraints that will yield an estimated average minimum lot size of +/-7,500 sq. ft.
- 25% of the developable single family area will consists of streets, pathways, common areas, and easements. This will result in an average density of +/-4.6 dwelling units per acre.
- With 109 acres of single family residential development area at an assumed density of +/-4.6 dwelling units per acre, it is assumed that this project will yield +/-500 single family residential units at buildout.



- 13.1 acres of commercial development will allow a neighborhood shopping center with two anchors, line shops, pads, and associated common areas. It is assumed the ultimate floor area ratio of this development will be +/-18%, consistent with similar projects. This assumption results in a development potential of 100,000 sq. ft. of commercial development.
- It is assumed that the main access to the project will be located directly across from Summerset Drive that provides access to Glen Meadows Village, resulting in a four leg intersection.

## Study Scope

The scope of analysis for this study is limited due to the fact that no actual development is proposed at this time. The goal of this study is to determine whether the existing roadway network will be able to accommodate this project in the future and if major improvements will be needed to address potential capacity issues. Both analysis time frames and segments to analyze were all identified as part of the study approach. Once an actual project is designed, a comprehensive traffic study will be required to analyze project impacts and determine required mitigations.

## Evaluation Scenarios

This study, which is directed at the analysis of the US Highway 40 assumed a future horizon year of project buildout in the year 2033, a twenty year time horizon. Given that no project exists and no timeline is given for development, this scenario is the only reasonable condition to study. The following traffic scenarios was thus identified for analysis as part of the study scope:

- Project Buildout Conditions at 2033 – The analysis of buildout conditions twenty years hence is intended to provide a basis for the study. The buildout condition includes an assessment of land use, area streets, traffic volumes, and operating conditions.

# Vicinity Map

FIGURE 1 - LOCATION MAP





### Road Segments Analyzed

The following road segments have been identified for analysis for the scenarios described above:

- **US Highway 40** – US Highway 40 is a two lane highway with a single travel lane in each direction and paved shoulders. No left turn pockets are provided within the vicinity of the proposed project. The current speed limit in the highway near the site is 45 mph.





### Jurisdiction

US Highway 40 is owned and maintained by the Nevada Department of Transportation (NDOT).

### Significant Impact Criteria

The City of Reno and RTC have established target performance levels (level of service) for street segments and intersections in the study area. These level of service targets were adopted as part of the Regional Road Impact Fee process.

A project would be considered to cause a significant traffic impact if, as a result of additional project traffic, level of service targets or thresholds are exceeded. If these thresholds were exceeded, mitigations would be required to bring the street segment and/or intersection back within the target levels. If the mitigation measure accomplishes this, the project would be identified as not having a significant impact on that location.

If the entire roadway system operates within the established performance targets after the project traffic is added to the streets and after required mitigations are implemented, then the project can be said to have no significant impacts. This is not to say that the project will not have any impacts on the area street system. There will be locations where congestion is increased but also locations where operating conditions are improved. Yet, not enough additional congestion is created to cause level of service targets to be exceeded.

## II. EXISTING CONDITIONS

A data collection effort was undertaken to develop a description of existing conditions within the study area. The assessment of conditions relevant to this study includes: an inventory of the street system; Annual Average Daily Traffic Volumes on area facilities; and operating conditions along the analyzed roadway segment in the study area.

### Existing Street System

US Highway 40 provides the only access to the study area. The I-80/ US Highway 40 Interchange (East Verdi) provides primary access to the area from Reno. The westbound off ramp is located approximately 1.35 miles east of the proposed main project entrance. US Highway 40 continues to the west of the project passing through the town of Verdi and intersecting I-80 again at the West Verdi exit. US Highway 40 to the west of the project site provides access to the Verdi Post Office, Verdi Elementary School, recreation areas, small restaurants, shops, fast food restaurants, and a gas station and casino ("Gold Ranch").

US Highway 40 is classified as a "minor arterial" by the Nevada Department of Transportation. The 2030 Regional Transportation Plan classifies US Highway 40 as a moderate access control arterial. US Highway 40 provides five foot wide paved shoulders that encourage bicycle traffic in both the westbound and eastbound directions. Light to moderate bicycle traffic was noted when site observations were conducted.

### Existing Volumes and Level of Service

The following section presents a description of the methodology used to analyze the level of service within the study area.

#### Existing Traffic Volumes

The latest published historical count data available is contained within the Nevada Department of Transportation's "2012 Annual Traffic Report". Current and historical volume data is available for US highway 40 in the vicinity of the project - NDOT count station # 031-0023. The current traffic volume on the highway is 3,300 annual average daily trips (AADT).

### Level of Service Methodology

Level of service (LOS) is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to beyond capacity at LOS F. Level of service for Signalized Intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Total delay is the difference in time that it takes motorists to traverse a signalized intersection verses the time it would take in the absence of a traffic signal or any traffic control conditions. The methodology used is from the Highway Capacity Manual, which is the most comprehensive methodology available to determine traffic operating conditions on streets and highways. The Highway Capacity Manual was developed and is maintained by the Transportation Research Board.



### III. FUTURE TRAFFIC CONDITIONS

In order to properly evaluate the potential impact of the proposed project on highways and intersections within the study area, it was necessary to develop estimates of future traffic conditions both with and without the project. The cumulative plus project scenario represents the estimated future traffic conditions with the development of the proposed project.

#### Future Cumulative Base and 2033 Traffic Projections

Year 2033 cumulative base traffic projections were prepared based on historical growth rates for the Reno area. A regression analysis was considered using historical count data but it was determined that the impact of the great recession made these estimates invalid as traffic volumes have declined since 2005.

Historically, the City of Reno has experienced annual growth rates of just under 2.3% and the growth rate forecast from 2010 to 2030 is approximately 1.8% ("City of Reno Master Plan, Population Plan, 2008"). The housing boom in the early to mid 2000's saw tremendous increases in growth and traffic volumes. The economic collapse created a huge excess supply of housing and many local housing experts believe that we are just recently beginning to move back to more normal-historical growth patterns. As an example, volumes at NDOT count station # 031-0023 have decreased from a reading of 4,400 AADT in 2004 and 2005 to a low of 3,200 AADT in both in 2008 and 2009. Note that as a community grows, it takes a larger increase in population each year to maintain a consistent growth rate as the population increases each year. A likely scenario at this point is two to three years of nominal growth and then returning to an annual growth rate between 2.0% and 2.5%.

To obtain future 2033 traffic volumes for the analysis, current traffic counts were factored up by growth rates of both 2.0% and 2.5%. A growth rate of 2.0% would yield a 2033 annual average daily traffic volume of 4,900 while a growth rate of 2.5% would yield a 2033 annual average daily traffic volume of 5,400. Verdi has historically been a slow growth community but given the lack of accurate data on housing numbers and commercial uses and square footage, the more conservative number of 5,400 AADT is used in this report for a 2033 traffic volume on US Highway 40.

The Regional Transportation Commission's Regional Roadway Capital Improvement Program was reviewed to determine planned future improvements within the study area. No improvements are currently planned on US Highway 40 as adequate capacity exists for anticipated traffic growth, as evidenced by the capacity analysis.

#### Future Cumulative plus Project Traffic Projections

The development of the project traffic volume estimates involves the use of a two-step process including trip generation and trip distribution.



### Project Trip Generation

The trip generation estimate for the portion of the project that will use the new driveway was computed based on a comparison of trip generation data obtained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 7<sup>th</sup> Edition* document. TABLE 1 summarizes project trip generation values for the planned project. With pass by trips accounted for, 536 new PM peak hour trips will be added to the Regional Roadway network. As discussed above, this will trigger the need for a comprehensive traffic study once an actual project is designed and accurate numbers are available to determine project impacts and required mitigations.

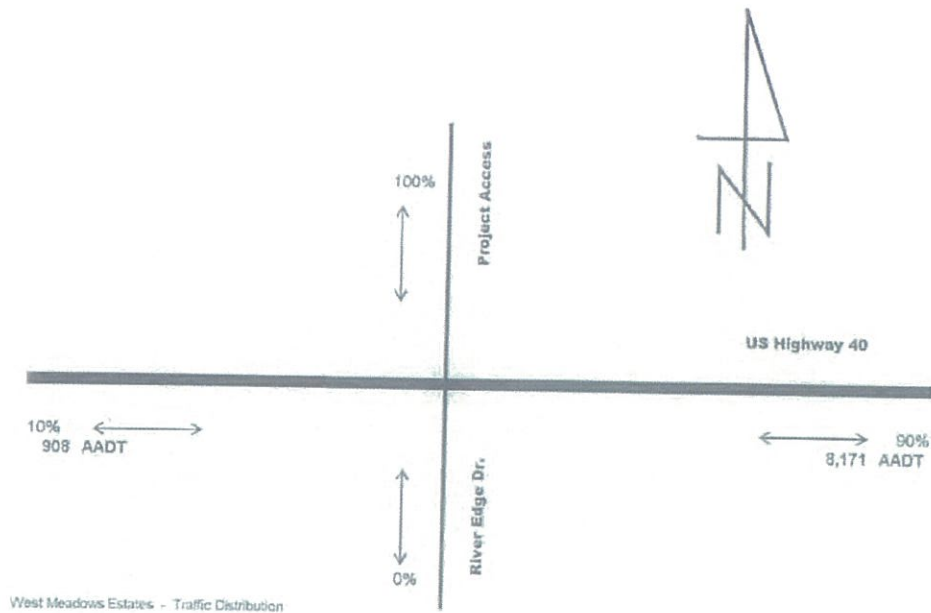
TABLE 1 - TRIP GENERATION (PORTION OF PROJECT TO USE NEW DRIVEWAY)

WEST MEADOWS ESTATES		Quantity	Type	ADT		AM Peak				PM Peak			
				Rate	Volume	Rate	Volume	Enter	Exit	Rate	Volume	Enter	Exit
1.	ITE Land Use Code 820 for Retail	100,000 (000's)	Sq. Ft.	42.94	4,294	1.03	103	63%	40%	3.75	375	180%	180%
2.	Single Family Residential	500	Homes	9.57	4,785	0.75	375	94%	281%	1.01	505	318%	187%
Total Driveway Trips:					9,079		478	157	321		880	498	352
Pass By Reduction Factor for Commercial		39%									-344	-194	-134
Total New Trips											536	304	243

### Project Trip Distribution

It was assumed that 90% of motorists accessing the parcel will enter from the east from I-80 and the Somerset area and 10% of motorists will arrive from the Verdi area east of the project site. (FIGURE 2).

FIGURE 2 - PROJECT TRIP DISTRIBUTION



#### Future Traffic Operating Conditions

This section presents an analysis of the projected cumulative plus project traffic volumes to determine the potential impacts of the proposed project on the US Highway 40.

#### Significant Traffic Impact Criteria

The RTC in conjunction with Reno, Sparks, and Washoe County has established a Regional Road Impact Fee Ordinance. Within this ordinance, the following levels of service standards have been adopted.

- LOS D for the Following Facilities – All regional roadway facilities projected to carry less than 27,000 ADT at the latest RTC horizon.
- LOS E for the Following Facilities – All regional roadway facilities projected to carry 27,000 or more ADT at the latest RTP horizon.
- LOS F for the Following Facilities
  - Plumas Street—Plumb Lane to California Avenue
  - Rock Boulevard—Glendale Avenue to Victorian Avenue
  - South Virginia Street—Kietzke Lane to South McCarran Boulevard
  - Sun Valley Boulevard—2<sup>nd</sup> Avenue to 5<sup>th</sup> Avenue
  - Intersection of North Virginia Street and Interstate 80 ramps

- Except as noted above, all intersections shall be designed to provide a level of service consistent with maintaining the policy level of service of the intersecting corridors.

Based on these standards, a project is considered to have a significant traffic impact if the traffic conditions with the proposed project cause the LOS on the regional impact fee roadway system to exceed the above limits. Based upon the 2030 adjusted RTC Model Volumes, following are the acceptable level of service standards for study area streets.

➤ US Highway 40 LOS "D"

#### Existing Traffic Conditions

Based on Exhibit B from the Regional Road Impact Fee System "Capital Improvement Program", a 2-lane Moderate Access Control Arterial (Appendices) operates at a level of service B up to 5,500 ADT, level of service C up to 14,800 ADT, and a level of service D up to 17,500 ADT. Thus, based on a current traffic volume of 3,300 AADT, US Highway 40 is currently operating at a LOS B.

#### 2033 Cumulative Plus Project Improvements Traffic Conditions

Based on the project trip generation, assumed distribution and projected traffic growth in the Verdi area, it is anticipated that the future 2033 traffic volumes on US Highway 40 east of the project will be 13,570 ADT. This volume falls in the range of Level of Service "C"

TABLE 2 – LEVEL OF SERVICE SUMMARY

Facility Location	"Level of Service"	
	2013 Existing LOS	2033 Projected LOS
SEGMENT		
US Highway 40 between the project and I-80 westbound off ramp.	"B"	"C"



## ACCESS ISSUES

A review of project access indicates that substantial improvements will be required to accommodate the proposed project. As the Nevada Department of Transportation (NDOT) has jurisdiction of US Highway 40, the developer will be required comply with NDOT's Access Management System and Standards publication (See Appendices).

The Access Management System and Standards publication contains detailed information on intersection and driveway design. Plans must be submitted to NDOT for an encroachment permit that conforms to the standards including spacing requirements, geometry, and all other requirements for a minor arterial with an estimated 85th percentile speed of 50 mph (assumed based on a 45 mph posted speed limit).

Likely improvements will include left turn pockets, right turn deceleration lanes, medians, and potential signalization of the main project access into the commercial area. Note that NDOT will not allow an intersection to be signalized until traffic signal warrants are met.

## IV. SUMMARY

This study indicates that the proposed project can be accommodated without unduly burdening streets or intersections within the study area. The project will be required to construct all improvements in accordance with the Nevada Department of Transportation's Access Management System and Standards publication and all other NDOT specifications and requirements.

### Project Mitigations

This project will be subject to regional roadway impact fees, to be paid prior to issuance of building permits.

### Recommendations

The following recommendations are made as a part of this study:

1. Prior to submittal of a Tentative Map, a comprehensive traffic study should be prepared to thoroughly analyze project impacts and determine required mitigations including intersection design and driveway location and design.
2. All improvements that impact US highway 40 should be designed in conformance with the Nevada Department of Transportation's Access Management System and Standards publication and all other NDOT specifications and requirements.

## **V. APPENDICES**

- 1. Land Use Assumptions**
- 2. Trip Generation/Distribution**
- 3. NDOT AADT's**
- 4. Site Photo**
- 5. RTC Functional Classification**
- 6. NDOT Functional Classification**
- 7. RTC Capital Improvement Plan Exhibits (Includes Exhibit B)**
- 8. NDOT Access Management System and Standards publication**



## 1. Land Use Assumptions

# WEST MEADOWS ESTATES

Single Family Residential	
6,000 sq. ft.	25% Add for topography and corner lots
7,500 sq. ft.	
9,375 sq. ft.	25% Add for Streets, common area, and easements.
43,560 sq. ft. per acre	
4.6464 units per acre	
4.6 assumed units per acre	
109 Acres SFR-6	
501.4 Maximum single family units	
500 Assumed maximum single family units	

Commercial	
13.1 Acres commercial	
18% Assumed floor area ratio	
102,714 Maximum commercial area	
100,000 Assumed maximum commercial area	

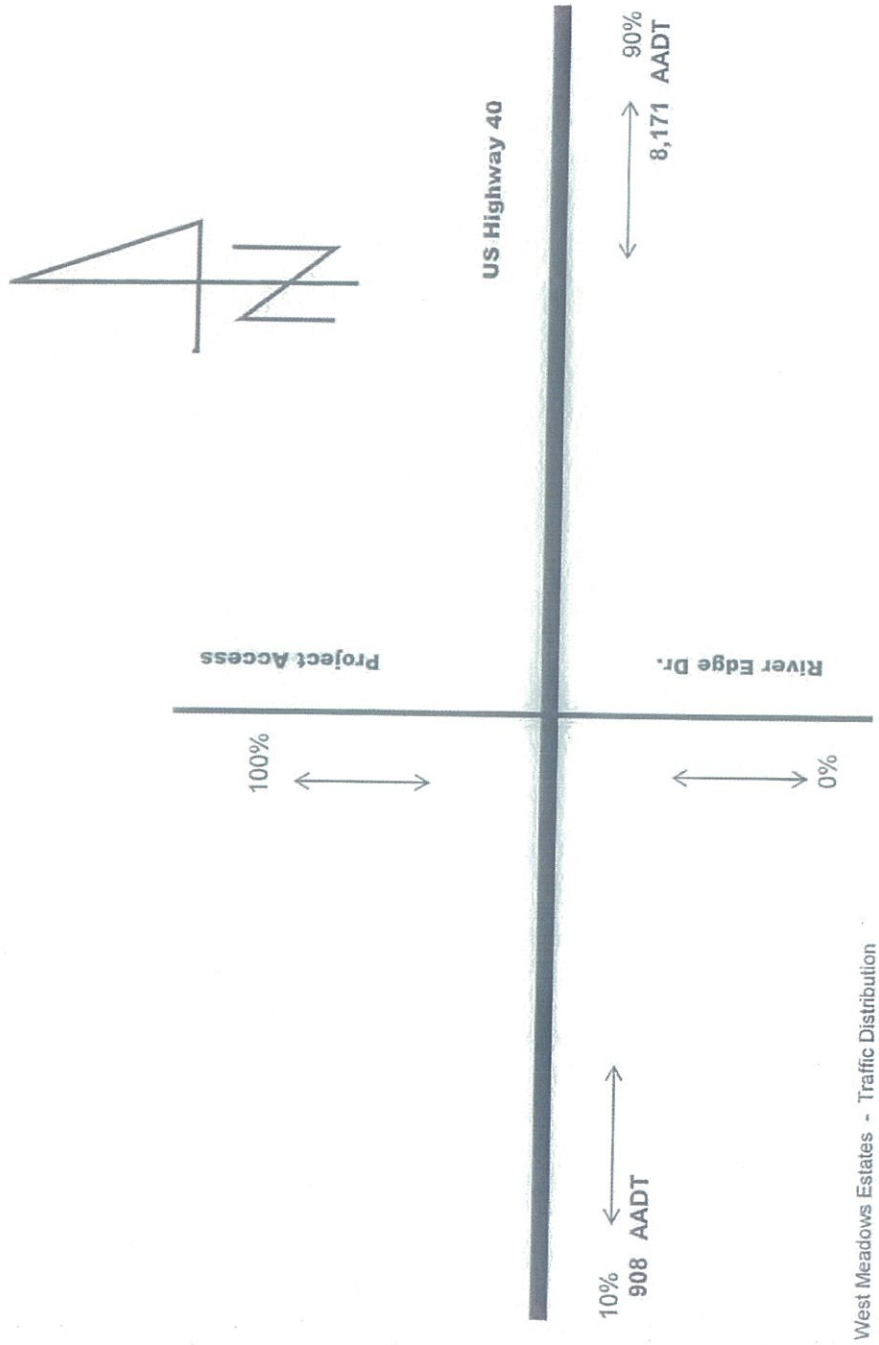
## 2. Trip Generation/Distribution



**Trip Generation**

WEST MEADOWS ESTATES													
Quantity		Type	ADT			AM Peak				PM Peak			
			Rate	Volume	Rate	Volume	Enter	Exit	Rate	Volume	Enter	Exit	
1.	ITE Land Use Code 820 for Retail	100,000 Sq. Ft. (000's)	42.94	4,294	1.03	103	63 61%	40 39%	3.75	375	180 48%	195 52%	
2.	Single Family Residential	500 Homes	9.57	4,785	0.75	375	94 25%	281 75%	1.01	505	318 63%	187 37%	
Total Driveway Trips				9,079		478	157	321		880	498	382	
Pass By Reduction Factor for Commercial {Ln(T) = -1.29 X Ln(T) + 5.00} {T = 000's of sq. ft. of commercial}										-344	-194	-134	
Total New Trips										536	304	248	

## PROJECT TRIP GENERATION

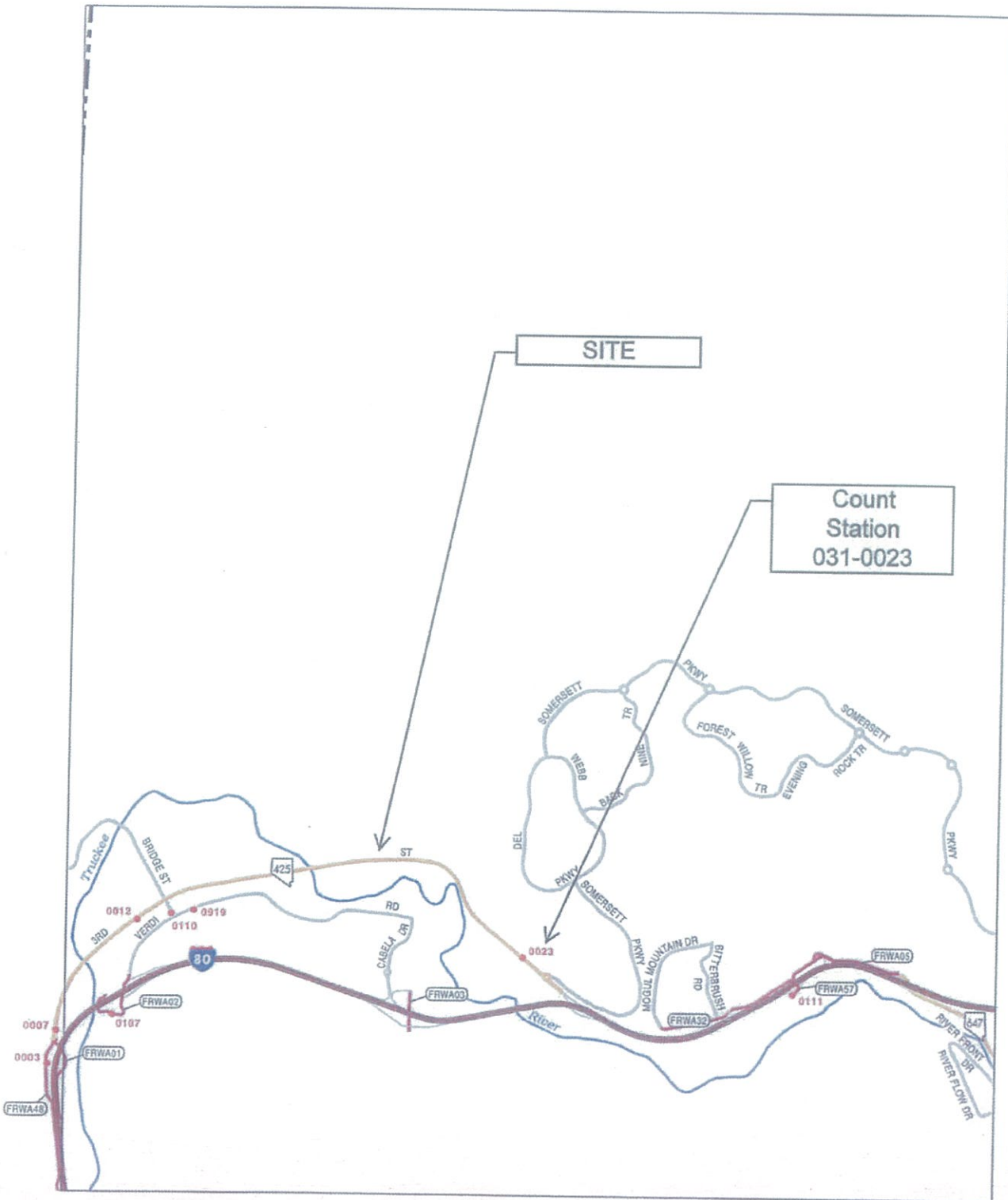


Distribution

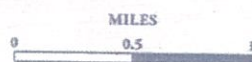
Fig 1

### 3. NDOT AADT's





Reno/Sparks  
Urbanized Area



Sheet B-1  
Washoe (031)

Date: 04-JUN-13

State of Nevada Department of Transportation  
Annual Average Daily Traffic Count Stations

County Name WASHOE

Station	Route / Location	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
0310001	IR80, W/B on-ramp of the W Verdi Intch 'Exit 2'	2,400	2,550	2,150	2,100	2,200	1,700	1,700	1,700	1,500	1,900*
0310002	IR80, W/B off-ramp of the W Verdi Intch 'Exit 1'	60	80	60	70	50	50	50	40	40	40*
0310003	SR425, .1 mi E of the W/B off-ramp 'Exit 2'	3,500*	3,150	3,100	2,850	3,000	2,800	2,500	3,800	3,600	3,200
0310004	IR80, W/B off-ramp of the W Verdi Intch 'Exit 2'	2,280*	3,350	2,800	2,500	2,800	2,200	2,000	2,100	2,300	1,900
0310007	SR425, .2 mi W of Tonaya Ln	1,300	1,400	1,500	1,550	1,400	1,400	1,600	1,500	1,100	1,500*
0310008	IR580, S/B off-ramp of the S Virginia St Intch 'Exit 57'	16,300	16,800	16,900	18,200	20,000	18,000*	18,000	18,000*	15,000	18,000*
0310009	IR80, E/B on-ramp of the W Verdi Intch 'Exit 2'	1,300*	1,250	1,200	1,050	1,200	1,000	1,100	1,200	1,100*	1,200
0310010	IR80, E/B off-ramp of the W Verdi Intch 'Exit 2'	890	930	790	810	900*	720*	780	780	770*	800
0310011	IR80, W/B off-ramp of the Verdi Intch 'Exit 3'	240	220	330	300	300	350	280	240	250	300*
0310012	SR425, .2 mi W of Bridge St	1,650	1,700	1,750	1,900	1,700	1,700	1,900	1,700	1,700	1,700*
0310014	IR580, S/B off-ramp of the Mt Rose Intch 'Exit 56' (to W/B SR-431)	7,600	8,050	8,050	8,800	8,400	8,000	7,600	8,000*	6,100	7,500
0310016	IR580, S/B off-ramp of the Mt Rose Intch 'Exit 56' (to E/B SR-431)	620	1,250	580	790	800	690	650	640*	470	350
0310017	IR80, E/B on-ramp of the Verdi Intch 'Exit 3'	210	200	310	280	300*	310	280	230	250	300*
0310018	IR80, E/B off-ramp of the Garson Intch 'Exit 4'	1,300*	1,000	1,150	1,150	760	980	930	770	760	900*
0310019	SR431, Mt Rose Hw, .3 mi W of the Mt Rose Intch 'Exit 56'	2,300	2,300	2,300	2,350	2,200*	2,300	2,200	2,200	2,300*	2,400*
0310020	IR80, W/B off-ramp of the Garson Intch 'Exit 4'	16,400	16,000*	15,600	17,100	17,000	17,000*	17,000	17,000*	16,000*	16,000
0310021	IR80, W/B on-ramp of the Garson Intch 'Exit 4'	2,800	2,950	3,100	3,050	2,800	2,800	2,600	2,800	2,800*	2,700*
0310022	IR80, W/B off-ramp of the E Verdi Intch 'Exit 5'	2,400*	1,700	1,750	1,750	1,300	2,200*	1,200	940	1,100	1,500*
0310023	SR425, 0.4 mi W of W/B off-ramp of the E Verdi Intch 'Exit 5'	2,200	2,200	1,850	1,900	1,800	2,200	2,200	2,400	2,400	2,400*
0310024	IR80, E/B on-ramp of the E Verdi Intch 'Exit 5'	4,400*	4,400*	3,350	3,350	3,300	3,200	3,200	3,500*	3,400	3,300*
0310025	IR580, N/B on-ramp of the Mt Rose Intch 'Exit 56'	2,200	2,200	1,850	2,000	1,900	2,300	2,300	2,500	2,500	2,500*
0310026	IR580, N/B off-ramp of the Mt Rose Intch 'Exit 56'	8,250	9,050	8,750	8,700	8,700	7,900	9,300	7,300*	7,200*	7,100*
0310027	IR80, E/B off-ramp of the Mogul Intch 'Exit 7'	80	70	120	490	1,800	2,200	2,600	2,000*	2,300	2,200*
		250	280	290	300	260	270	270	260	250*	250*

\* Data Adjusted or Estimated

#### 4. Site Photo





## 5. RTC Functional Classification



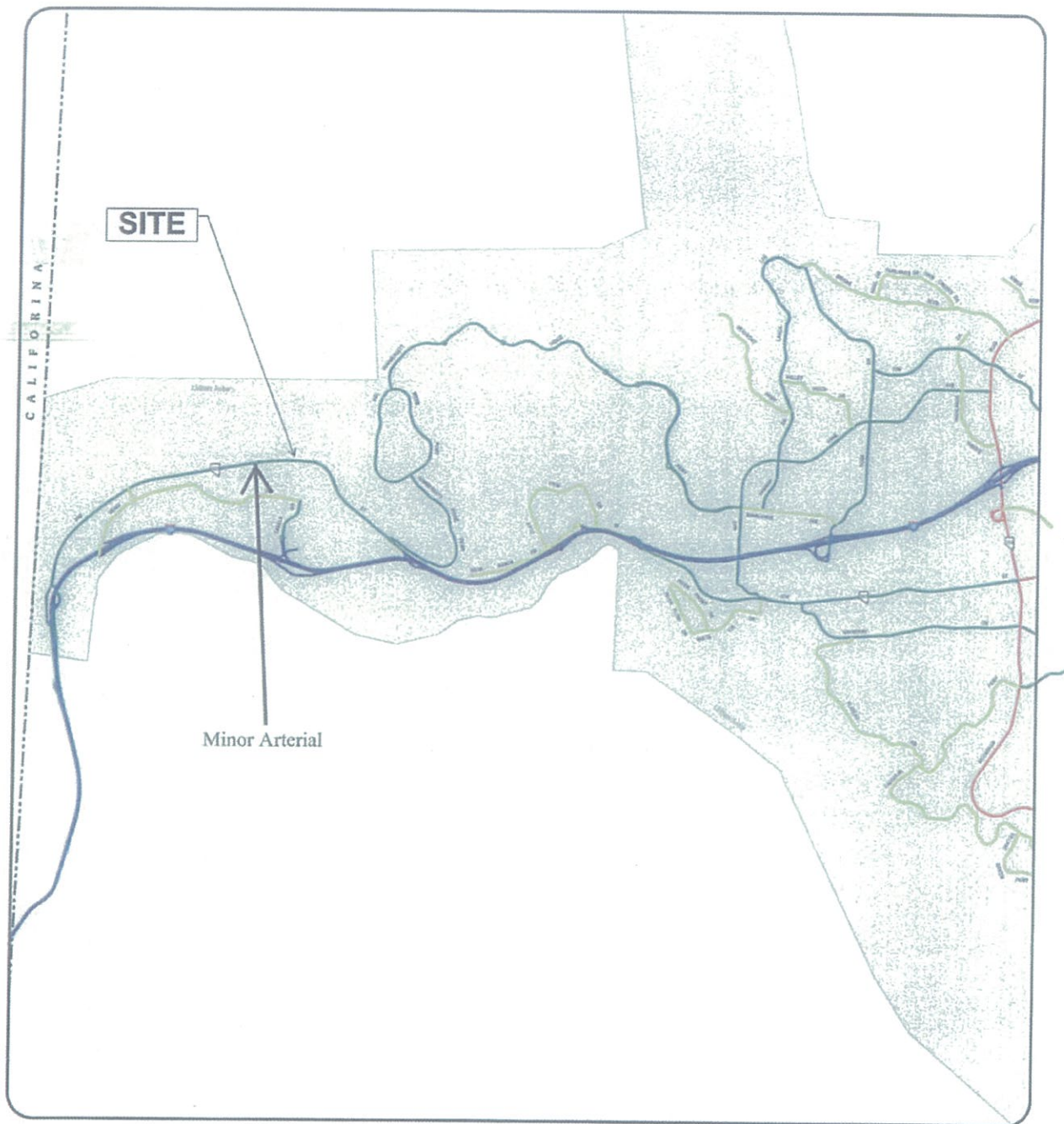
## RTC Functional Classification

Street Name	From	To	Functional Class	Policy Access
South Meadows Pkwy	S Virginia St	Rio Wrangler Pkwy	Arterial	MAC
SouthEast Connector	South Meadows Pkwy	Greg St	Arterial	HAC
Sparks Blvd	Greg St	Pyramid Hwy	Arterial	MAC
State St	S Virginia St	Holcomb Ave	Arterial	MAC
Stead Blvd	N Virginia St	Echo Ave	Arterial	MAC
Steamboat Pkwy	Damonte Ranch Pkwy	Rio Wrangler Pkwy	Arterial	MAC
Stoker Ave	4 <sup>th</sup> St	7 <sup>th</sup> St	Collector	LAC
Stonebrook Pkwy	Lazy 5 Pkwy	La Posada Dr	Arterial	MAC
Sullivan Ln	Prater Way	El Rancho Dr	Collector	LAC
Summit Ridge Rd	McCarran Blvd	W 4 <sup>th</sup> St	Collector	LAC
Sun Valley Blvd	Dandini Blvd	Highland Ranch Pkwy	Arterial	MAC
Susileen Dr	Armstrong Ln	Marthiam Ave	Collector	LAC
Sutro St	Kuenzli St	Sunvilla Blvd	Arterial	MAC
Sutro St Ext	Sunvilla Blvd	Clear Acre Ln	Arterial	MAC
Talbot Ln	Sierra Rose Dr	Redfield Pkwy	Arterial	MAC
Terminal Way	Gentry Way	Mill St	Arterial	MAC
Thomas Creek Rd	Mt Rose Hwy	Zolezzi Ln	Collector	LAC
Toll Rd	Geiger Grade	Comstock Estates Dr	Collector	LAC
University Terrace	Vine St	Sierra St	Collector	LAC
US Hwy 40 (Verdi)	Bridge St	I-80 (east)	Arterial	MAC
Valley Rd	4 <sup>th</sup> St	Enterprise Rd	Arterial	MAC
Vassar St	S Virginia St	Kietzke Ln	Arterial	LAC
Vassar St	Kietzke Ln	Terminal Way	Arterial	MAC
Veterans Pkwy	Geiger Grade	South Meadows Pkwy	Arterial	HAC
Victorian Ave	Prater Way	McCarran Blvd	Arterial	LAC
Village Pkwy	N Virginia St	North Terminus	Arterial	MAC
Villanova Dr	Harvard Way	US 395	Collector	LAC
Villanova Dr	US 395	Terminal Way	Arterial	LAC
Vine St	2 <sup>nd</sup> St	University Terrace	Collector	LAC
Vista Blvd	I-80	Wingfield Pkwy	Arterial	MAC
Vista Blvd	Wingfield Pkwy	Campello Dr	Collector	LAC

E-10



## 6. NDOT Functional Classification



NEVADA  
JULY 2013

PREPARED BY THE NEVADA DEPARTMENT OF TRANSPORTATION

- Legend
- Proposed
  - 1 Interstate Highway
  - 2 Principal Arterial & Other Freeways and Expressways
  - 3 Other Principal Arterial
  - 4 Minor Arterial
  - 5 Major Collector
  - 6 Minor Collector
  - 7 Local
  - County Line
  - State Line
  - Urban Area

0 1 2 Miles

## ROADWAY FUNCTIONAL CLASSIFICATION

RENO SECTION C URBANIZED AREA  
WASHOE COUNTY, NEVADA

## 7. RTC Capital Improvement Plan Exhibits (Includes Exhibit B)



# **REGIONAL ROAD IMPACT FEE SYSTEM**

## **CAPITAL IMPROVEMENTS PLAN**

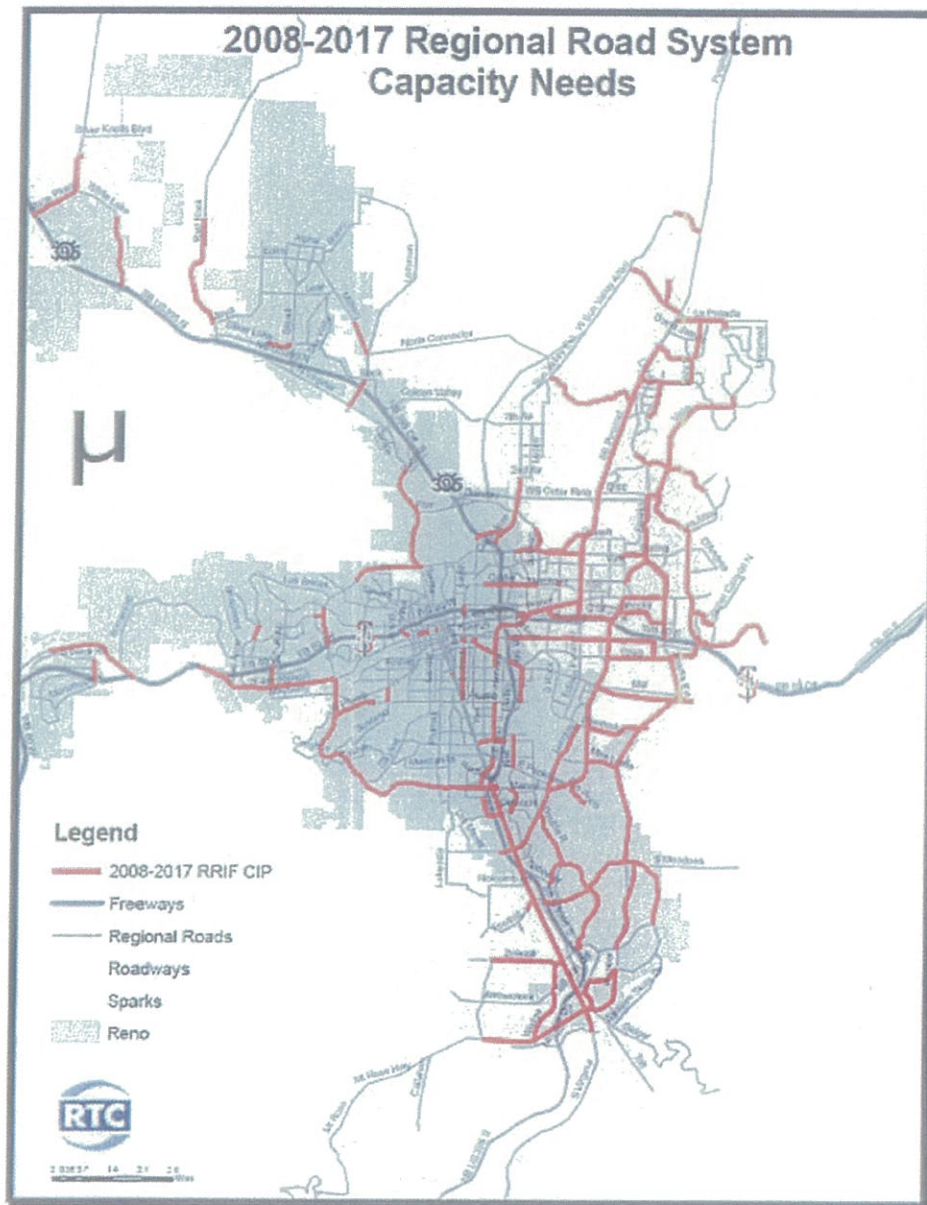
**4<sup>TH</sup> EDITION  
AMENDMENT NO. 1**



**JANUARY 19, 2009**

REVISED January 25, 2010

FIGURE 3  
RRIF CAPITAL IMPROVEMENTS PLAN



## EXHIBIT A ACCESS MANAGEMENT STANDARDS FOR THE REGIONAL ROAD NETWORK

See the latest version of the Regional Transportation Plan for a complete listing of the Regional Road Network.

Page 2-4, Chapter 2 – Goals and Policies  
Washoe County 2030 Regional Transportation Plan  
November 18, 2004

**Table 2-1**

Access Management Standards – Arterials <sup>1</sup> , Collectors, Rural Highways							
Access Management Control	Posted Speeds	Signals per Mile	Median Type	Left From Major Street? (Spacing from Signal)	Left From Minor Street or Driveway?	Right Decel Lanes at Driveways?	Driveway Spacing
High Access Control	45-55 Mph	2 or less	Raised w/ Channelized turn pockets	Yes 750' Minimum	Only at Signalized Locations	Yes <sup>4</sup>	250'/500'
Moderate Access Control	40-45 Mph	3 or less	Raised or painted w/turn pockets	Yes 500' Minimum	No, on 6 or 8 lane Roadways w/o Signal	Yes <sup>5</sup>	200'/300'
Low Access Control	35-40 Mph	5 or less	Raised or painted w/ turn pockets or undivided w/painted turn pockets or two way, left turn lane	Yes 350' Minimum	Yes	No	150'/200'
Ultra-Low Access Control	30-35 Mph	8 or less	Raised or painted w/ turn pockets or undivided w/painted turn pockets or two way left turn lane	Yes 350' Minimum	Yes	No	150'/200' 100'/100' <sup>3</sup>

<sup>1</sup> On-street parking shall not be allowed on any new arterials per Policy 7 of the Congestion Management Systems (Chapter 9). Elimination of existing on-street parking shall be considered a priority for major and minor arterials operating at or below the policy level of service.

<sup>2</sup> Minimum spacing from signalized intersection/spacing from other driveways.

<sup>3</sup> Minimum spacing on collectors.

<sup>4</sup> If there are more than 30 inbound right-turn movements during peak-hour.

<sup>5</sup> If there are more than 60 inbound right-turn movements during peak-hour.



## EXHIBIT B MAXIMUM SERVICE VOLUMES

Page 2-6, Chapter 2 – Goals and Policies  
Washoe County 2030 Regional Transportation Plan  
November 18, 2004

**Table 2-3**

Average Daily Traffic Level of Service Thresholds By Facility Type for Roadway Planning					
Facility Type	Maximum Service Flow Rate (daily for Given Service Level)				
Number of Lanes	LOS A	LOS B	LOS C	LOS D	LOS E
<b>Freeway</b>					
4	≤ 28,600	42,700	63,500	80,000	90,200
6	≤ 38,300	61,100	91,100	114,000	135,300
8	51,100	81,500	121,400	153,200	180,400
10	63,800	101,900	151,800	191,500	225,500
<b>Arterial-High Access Control</b>					
2	n/a	9,400	17,300	19,200	20,300
4	n/a	20,400	36,100	38,400	40,600
6	n/a	31,600	54,700	57,600	60,900
8	n/a	42,500	73,200	76,800	81,300
<b>Arterial-Moderate Access Control</b>					
2	n/a	5,500	14,800	17,500	18,600
4	n/a	12,000	32,200	35,200	36,900
6	n/a	18,800	49,600	52,900	55,400
8	n/a	25,600	66,800	70,600	73,900
<b>Arterial-Low Access Control</b>					
2	n/a	n/a	6,900	13,400	15,100
4	n/a	n/a	15,700	28,400	30,200
6	n/a	n/a	24,800	43,100	45,400
8	n/a	n/a	34,000	57,600	60,600
<b>Arterial-Ultra-Low Access Control</b>					
2	n/a	n/a	6,500	13,300	14,200
4	n/a	n/a	15,300	27,300	28,600
6	n/a	n/a	24,100	41,200	43,000
8	n/a	n/a	33,300	55,200	57,400
<b>Collector-Ultra-Low Access Control<sup>1</sup></b>					
2	n/a	n/a	7,300	8,500	9,100
<b>Rural Highway-Ultra-Low Access Control<sup>1</sup></b>					
2	2,100	4,200	6,800	10,800	17,300

<sup>1</sup> Contact the RTC Planning Department for LOS thresholds for collector and rural highway facility types with access controls other than ultra-low access control.

8. NDOT Access Management System and Standards publication

# Access Management System and Standards



Jim Gibbons  
Governor

Susan Martinovich, P.E.  
Director

Nevada Department of Transportation  
1263 South Stewart Street Carson City,  
Nevada 89712 (775) 888-7000  
[pio@dot.state.nv.us](mailto:pio@dot.state.nv.us)

Published by: Traffic Engineering  
(775) 888-7468 July 1999



## SECTION FOUR DESIGN STANDARDS AND SPECIFICATIONS

### 4.1 Purpose

The Department has developed the following design and construction standards and specifications to provide standards for the design, development, and construction of accesses onto state highways.

All installations, within the Department's right-of-way, shall conform to the current editions of the Department's *Standard Specifications for Road and Bridge Construction* and *Standard Plans for Road and Bridge Construction*.

The elements of an intersection are shown in Figure 4.3 on page 31.

Table 4.1 gives a brief synopsis of the Roadway Categories and Classifications. Refer to Section Three for a full explanation.

Table 4.1

Roadway Category and Classification			
Category	Roadway Classification	Function	General Design Features
1	Freeway	Interstate and Interregional Traffic Movements	Multi-Lane with Medians, Interchange access
2	Expressway	Interstate, Intrastate, Interregional, Intraregional, Intercity and Intra-city Traffic Movements	Multi-Lane with Median and Widely Spaced Public Access Points
3	Regional Highway	Primary: Interregional, Intra-regional, and Intercommunity Traffic Movements Secondary: Land Access	May be Two or Multi-Lane Facilities
4	Rural Highway	Balances Rural Travel Needs with Land Access	Generally Two Lanes
5	Principal Arterial	Primary: Inter- and Intra-city and Inter- and Intra-regional Traffic movement Secondary: Land Access	Multi-Lane with Median
6	Minor Arterial	Primary: Intercommunity and Intracity Traffic Movement Secondary: Land Access	May be Two or Four Lanes, may have Median
7	Collector	Balances Traffic Movement with Land Access.	Generally Two Lanes, May be Four Lanes
8	Frontage or Service Road	Land Access	Two Lanes

#### 4.2 Access Spacing

Access spacing is an important aspect of access management. Spacing standards vary by roadway category, with the higher (lower numerically) category of roadways being more restrictive.

These minimum spacing standards take into consideration the safety of the traveling public, as well as access to the street and highway system by private land owners. If reasonable access is not available by the use of these standards, sub-section 2.7 outlines the procedures for applying for a design waiver.

The speeds used for determining spacing are based on the 85<sup>th</sup> percentile speed of the traffic at the access location.

Sub-sections 4.3, 4.4 and 4.5, and their accompanying tables, should also be reviewed for further information and spacing requirements.

Table 4.2 presents a synopsis of access spacing requirements. For full details, refer to the appropriate section of Section Three.

Table 4.2

Access Spacing (Minimum)						
Roadway Category	Location	Public Road Spacing	Private Direct Access	Private Access Spacing	Private Access Geometrics	Private Access Remarks
1 Freeways	Urban	1 mile	No	N/A	N/A	All interchanges must meet public road spacing and comply with FHWA Policy
	Suburban	2 miles				
	Rural	3 miles				
2 Express-ways	45 mph	0.5 mile	No	N/A	See Section 3.3	Allowed only when no other access is available
	50-60 mph	0.75 mile				
	65+ mph	1 mile				
3 Regional Highways	35-45 mph	0.25 mile	Limited	See Tables 4.3, 4.4, and 4.5	See Section 3.4	Allowed only when no other access is available
	50-60 mph	0.50 mile	Limited			
	65+ mph	1 mile	Limited			
4 Rural Highways	35-45 mph	660 feet	Allowed	250 feet minimum	Right turns allowed, turn lanes may be required. See section 3.5 for left turns.	One access per parcel, two for large development when spacing standards can be met.
	50-60 mph	0.25 mile	Allowed	450 feet minimum		
	65+ mph	0.50 mile	Allowed	1000 feet minimum		
5 Principal Arterials	35-45 mph	0.25 mile	Limited	250 feet minimum	Right turns only allowed, turn lanes may be required	Allowed only when no other access is available
	50-55 mph	0.50 mile	Limited	450 feet minimum		
	60-70 mph	1 mile	Limited	800 feet minimum		
6 Minor Arterials	35-45 mph	0.25 mile	Limited	250 feet minimum	Right turns allowed, turn lanes may be required. See section 3.7, 2c for left turns.	One access per parcel, two for large development when spacing standards can be met.
	50-55 mph	0.50 mile	Limited	450 feet minimum		
7 Collector Roads	25-35 mph	660 feet	Allowed	150 feet minimum	Right turns allowed, turn lanes may be required. See section 3.8, 2c for left turns.	One per parcel
	40-45 mph	0.25 mile	Allowed	300 feet minimum		
8 Service Roads	25-35 mph	660 feet	Allowed	150 feet minimum	Left and right turns, turn lanes may be required.	One per parcel



#### 4.3 Street and Driveway Classification

Breaking street and driveway intersections down into classifications allows spacing standards to be assigned to driveways based on volume of traffic generated and speeds of through traffic. Table 4.3 presents a brief synopsis of driveway classifications. For a complete detailed description refer to sections 3.10 to 3.13.

Table 4.3

Access Classification - Street and Driveway Classification		
Classification	Type of Connection	Driveway Use
Class I	Non-commercial	For access to single family dwellings Multiple family dwellings of three or less dwelling units Agricultural land and field access
Class II	Minor Commercial	Medium volume generator (less than 500 trips per day) Access to property other than Class I or Class III Driveways
Class III	Major Commercial	High volume generators (500 or more trips per day) Shopping centers, industrial parks, office parks, colleges, residential complexes and subdivisions and etcetera
Class IV	Public or Private Roads	New public or private roads or streets

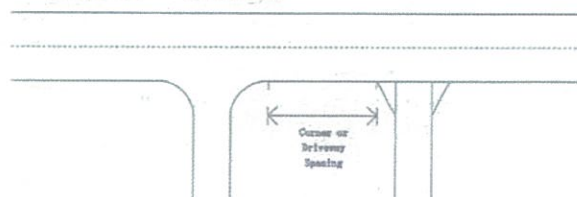
#### 4.4 Driveway Clearances

The driveway clearances establishes the minimum distance that the various class of driveways may be placed from the nearest intersection. The distance from the intersection is measured from the point of curvature of the radius of the intersection to the point of curvature of the radius for the driveway. In the case of a depressed curb driveway the distance is measured to the beginning of the depressed curb.

Table 4.4

Minimum Corner Clearances by Driveway Classification		
Classification	From Corner (Intersection)	Comments
Class I	150 feet	One per lot
Class II	Use Spacings in Table 4.5	Depending on Roadway Category, one per lot, two for contiguous parcels
Class III	Use Spacings in Table 4.5	Depends on Roadway Category
Class IV	660 feet min.	Depends on Roadway Category

Figure 4.1 Clearances



#### 4.5 Non-Signalized Driveway Spacing

Driveway spacings are based on speed to reduce collision potential due to right-turn conflict overlaps, as well as providing reasonable egress capacity. The spacing for signalized driveways must meet the spacing requirements of signalized intersections, see subsection 4.6. Class III driveways which meet the M.U.T.C.D. warrants for signalization, but do not meet the spacing requirements of subsection 4.6 shall be right in and right out driveways, only.

Streets or roads that are required by local authorities through street spacing standards or a master street and highway plan will not be considered to be one of the driveways for contiguous parcels, but will be considered a public thoroughfare.

Table 4.5 spacing criteria is to be use for determining the driveway spacing from public intersections and from other driveways.

Table 4.5

Spacing for Non-Signalized Driveways	
85th Percentile Speed (mph)	Minimum Separation (feet)
25	150
30	200
35	250
40	300
45	350
50	450
55	600
60	800
65	1000
70	1200

#### 4.6 Signalized Intersection Spacing

The values in Table 4.6 lists the optimum signalized intersection spacing for signal progression timing. All signalized intersections will require separate left turn lanes. Accesses which cannot meet these spacing requirements shall be right in and right out driveways, only. One-half mile spacing may be used for all spacing greater than 2640 feet if signal progression can be maintained.

Table 4.6

Optimum Signalized Intersection Spacing										
Cycle Length (seconds)	Operating Speed (mph)									
	20	25	30	35	40	45	50	55	60	65
	Distances in Feet									
60	880	1100	1320	1540	1760	1980	2200	2430	2640	2860
70	1020	1280	1540	1800	2050	2310	2560	2830	3080	3340
80	1160	1460	1760	2050	2350	2640	2930	3230	3520	3815
90	1310	1640	1980	2310	2640	2970	3300	3630	3960	4290
100	1460	1820	2200	2570	2930	3300	3670	4030	4400	4765
110	1610	2010	2420	2830	3220	3630	4040	4430	4840	5245
120	1760	2200	2640	3080	3520	3960	4400	4840	5280	5720
150	2200	2750	3300	3850	4400	4950	5500	6050	6600	7150
180	2640	3300	3960	4620	5280	5940	6600	7260	7920	8580

Table 4.6a lists the minimum acceptable bandwidths which will be used when evaluating signal locations. These values will give acceptable signal progression timing.

Table 4.6a

Minimum Through Bandwidths for Signal Locations			
Roadway Category	Classification	Speed (mph)	Minimum Bandwidth
2	Expressways	45-65	50%
3	Regional Highway	35-65	45%
4	Rural Highway	35-65	40%
5	Principal Arterial	45-65	45%
6	Minor Arterial	35-55	40%
7	Collector	25-45	30%
8	Frontage Road	25-35	Not Required



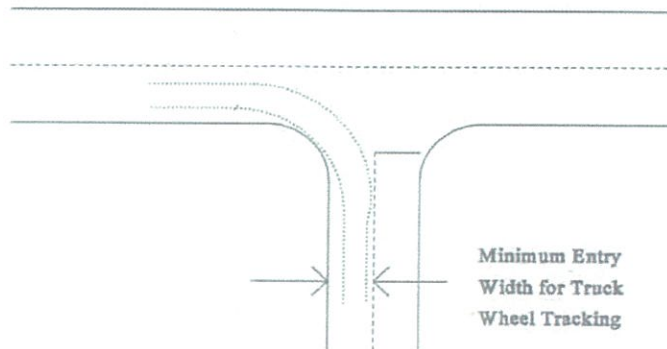
#### 4.7 Minimum Entry Widths

1. Class I, Single Family Residential access, where curb and gutter is present, shall have a minimum "Residential Driveway" width of 12 feet and a maximum width of 24 feet. Access along roadways without curb and gutter shall have a minimum "Type 5 Approach" width of 16 feet and a maximum width of 24 feet. Multiple family dwellings, with three or less units, shall have a minimum "Commercial Driveway" width of 24 feet and curb return radii of 15 feet and minimum "Type 5 Approach" widths of 24 feet and a maximum width of 32 feet.
2. Class II, Minor Commercial access, shall have minimum "Commercial Driveway" widths of 32 feet and minimum curb return radii of 25 feet. Minimum approach widths with a "Type 5 Approach" shall be 24 feet (passenger cars only) and "Type 4 Approaches" shall have a minimum width of 32 feet. Refer to table 4.7 for minimum entry widths and curb return radii. The maximum access width shall be minimum entry width plus 16 feet for the egress.
3. Class III, Major Commercial, shall have minimum "Commercial Driveway" and "Type 4 Approach" widths of 32 feet, with wider widths and curb return radii based on type of vehicle usage in Table 4.7. The maximum width shall be based on the lane requirements as per the Traffic Impact Report. The minimum design vehicle shall be a single unit truck or bus (SU).
4. Table 4.7 shows the minimum entry widths required for SU and WB-50 vehicles at various curb return radii. These values are for one way; the exiting vehicle lane width, minimum 16 feet, must be added to these figures for the total driveway width. The listed values are for driveways which intersect the highway at 90° and require a minimum two feet shoulder width on the highway.

Table 4.7

Minimum Entry Widths For Commercial Access		
Curb Radius (Feet)	SU Single Unit Truck or Bus	WB-50 Semi-Trailer Truck
25	22	
30	18	
35	16	26
40		22
45		18
50		16

Figure 4.2 Minimum Entry Width



#### 4.8 Left Turn Lane Requirements, Two Lane Unsignalized Roads

Table 4.8 lists the projected 20 year design hour volumes and the operating speeds of traffic which necessitate the installation of left turn lanes. The traffic volumes to be considered in making this determination are the opposing (oncoming) traffic volumes, the advancing traffic volumes and the percent of advancing traffic which is turning left. Turn lanes may be required at lower volumes, by a traffic impact study or by the Department, to protect the traveling public.

Table 4.8

Left Turn Lane Requirements For Two Lane Roads (unsignalized)				
Opposing Volume (ddhv)	Advancing Volume (ddhv) with			
	5% Left Turns	10% Left Turns	20 % Left Turns	30% Left Turns
40 mph (or less) Operating Speed				
800	330	240	180	160
600	410	305	225	200
400	510	380	275	245
200	640	470	350	305
100	720	515	390	340
50 mph Operating Speed				
800	280	210	165	135
600	350	260	195	170
400	430	320	240	210
200	550	400	300	270
100	615	445	335	295
60 mph Operating Speed				
800	230	170	125	115
600	290	210	160	140
400	365	270	200	175
200	450	330	250	215
100	505	370	275	240
70 mph Operating Speed				
800	180	140	100	95
600	230	165	125	110
400	290	210	160	140
200	355	260	200	170
100	400	300	220	190

Treatments for right turning traffic movements are based on the classification of the access and the speed. The appropriate treatment will reduce the exposure and accident potential created by right turning vehicles. These are the minimum requirements and turn lanes may be required at lower speeds and classifications, by a traffic study or by the Department, to protect the traveling public.

Table 4.11

Right Turn Lane Requirements, All Roads		
Access Classification	Speed (mph)	Treatment
I	25 - 35	Radius (none with curb and gutter)
	45 - 55	50 foot Taper, 25 foot Radius
	55+	100 foot Taper, 60 foot Radius
II	25 - 35	100 foot Taper, 60 foot Radius
	45+	Taper, Deceleration Lane (see Table 4.12), Radius based on Table 4.7
III	25	150 foot Taper, 60 foot Radius, Add Deceleration Lane for >750 vpd (see Table 4.12)
	35+	Taper, Deceleration Lane (see Table 4.12), Radius based on Table 4.7



#### 4.12 Deceleration Lanes

Deceleration lanes allow vehicles, which are turning into an intersection, a safe area in which to slow prior to making the turn, thereby reducing the accident potential with through traffic.

Minimum storage lengths to be added for all left turns and non-free right turns is 100 feet. Longer storage lengths will be installed as required in the Traffic Impact Report for the development.

Deceleration lengths are based on a 10 mph speed differential with a six feet per second<sup>2</sup> deceleration rate for desirable lengths and nine feet per second<sup>2</sup> deceleration rate for minimum lengths. The taper lengths must also be added to the deceleration distances and storage lengths.

A symmetrical reversed curve taper, 300 foot radii, 120 feet in length, may be required, by the District Engineer, in lieu of a straight line taper, however the distances calculated for the taper length, using the taper ratio shown in Table 4.12 should still be used. In some situations the symmetrical reversed curve taper may encourage people to exit the through lanes sooner.

The desirable taper ratio and deceleration lengths shown in Table 4.12 shall be the standard taper ratio and deceleration lengths. The minimum taper ratio and deceleration lengths may only be used if the desirable lengths cannot be obtained.

Table 4.12

Deceleration Lane Table				
Length of Left and Right Turn Deceleration Lanes (To which Taper Length and Storage Length must be added)				
Speed (mph)	Desirable		Minimum	
	Taper Ratio	Length (feet)	Taper Ratio	Length (feet)
25	10:1	40	10:1	30
30	10:1	75	10:1	50
35	15:1	115	15:1	75
40	15:1	160	15:1	110
45	15:1	220	15:1	145
50	15:1	290	15:1	190
55	20:1	365	15:1	245
60	20:1	450	15:1	300
65	20:1	545	15:1	365
70	20:1	645	15:1	430
Multipliers for Grades other than 0-2% (To be Multiplied by Deceleration Lane Lengths)				
3 to 4 %	Upgrade = 0.9		Downgrade = 1.2	
5 to 6 %	Upgrade = 0.8		Downgrade = 1.3	

#### 4.13 Redirect Tapers

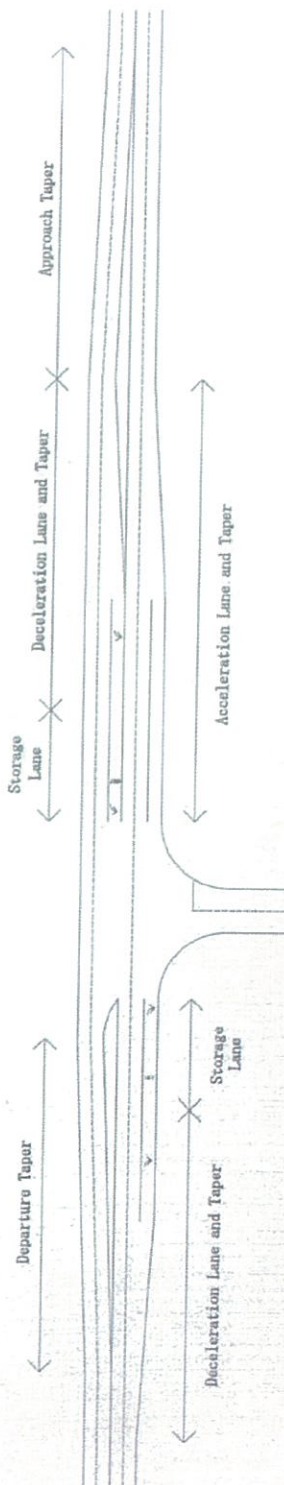
Redirect tapers are necessary to redirect through traffic when the highway is widened to accommodate left turn (median) lanes. The following table shall be used when redirect lanes are necessary.

Table 4.13

Redirect Tapers for Left Turn Lane Widening	
Speed (mph)	Taper Ratio
25	10:1
30	15:1
35	20:1
40	30:1
45	45:1
50	50:1
55	55:1
60	60:1
65	65:1
70	70:1

Figure 4.3

### Elements of an Intersection



### Symmetrical Reverse Curve Taper

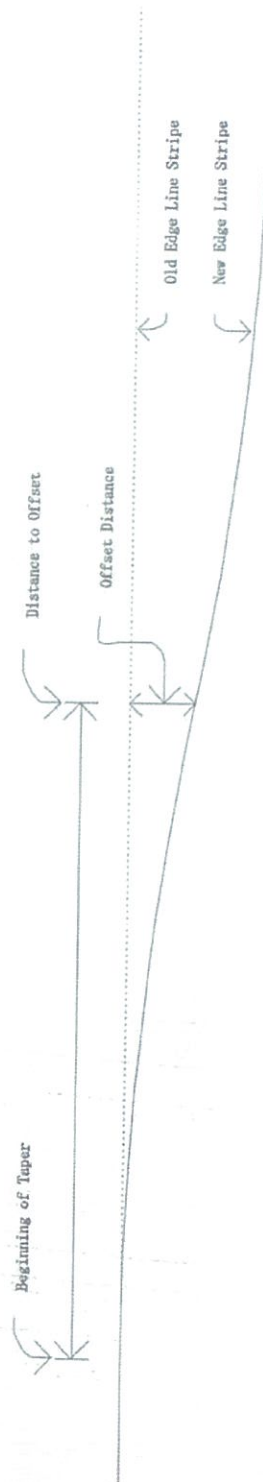


Table of Radii		Table of Offset Distances for Symmetrical Reverse Curve Tapers (in feet)																								
Taper Ratio	Radius (ft.)	Ratio	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240
10:1	300	10:1	0.2	0.7	1.5	2.7	4.2	6.0	7.8	9.3	10.5	11.3	11.8	12.0												
	675	15:1	0.1	0.3	0.7	1.2	1.9	2.7	3.6	4.8	6.0	7.2	8.4	9.3	10.1	10.8	11.3	11.7	11.9	12.0						
20:1	1200	20:1	0.1	0.2	0.4	0.7	1.0	1.5	2.0	2.7	3.4	4.2	5.1	6.0	6.9	7.8	8.6	9.3	10.0	10.5	11.0	11.3	11.6	11.8	11.9	12.0



#### 4.14 Median Design

1. Median lanes are necessary for the installation of left turn lanes, providing a lane for deceleration and storage of vehicles making left turns from the roadway. Acceleration lanes for vehicles turning left onto the roadway may utilize the median, also. The minimum width for a painted or raised median (edge of gutter pan to edge of gutter pan) is four feet. The minimum widths required for left turn lanes are shown in Table 4.14.
2. If an existing median is of sufficient width to accommodate the proposed left turn lane(s) the existing median may be used without further widening. When it is necessary to widen the roadway to accommodate left turn lanes the roadway will be widened symmetrically on both sides of the roadway.

Table 4.14

Minimum Median Widths for Left Turn Lanes	
Single Left Turn Lane	16 feet
Dual Left turn Lanes	28 feet
Triple Left Turn Lanes	40 feet
Two Way Left Turn Lanes	14 feet (max)

#### 4.15 Median Openings

1. Median openings are necessary to accommodate left turning and cross traffic. A semicircular median end may be used on medians of less than ten feet in width. All medians that are ten feet or wider in width must use a bullet nose median end for a median opening at a cross road, or a parabolic curve at a "T" intersection.
2. The following table gives the minimum length of median openings, based on a single unit truck (SU) and occasional semi-trailer/trucks (WB-50) and perpendicular intersections. The length must be increased for skewed intersections and predominant semi-trailer/truck usage in accordance with Chapter IX, At Grade Intersections, of the current edition of *A Policy on Geometric Design of Highways and Streets*.

Table 4.15

Lengths of Minimum Median Openings (feet)		
Median Width	Semicircular	Bullet Nose
4	96	96
6	94	76
8	92	68
10	N/A	62
12	N/A	58
14	N/A	53
16	N/A	50
20	N/A	44
24	N/A	40 (min.)
>24	N/A	40 (min.)

#### 4.16 Intersection Sight Distance

The drivers of vehicles which are preparing to enter a highway from a driveway or intersection must be able to see in both directions. This will enable them to have time to pull into the through lane and accelerate. This will also allow approaching traffic enough time to recognize the situation and slow to avoid a collision. This is called the entering sight distance.

If Entering Sight Distances are not obtainable, Stopping Sight Distances must be achieved as an absolute minimum.

Sight distances are calculated from driver's 'eye' height of 3.50 feet, 20 feet from edge of the nearest travel lane, to an approaching vehicle 4.25 feet above the pavement. These sight distances are for perpendicular intersections with entering vehicle stopped and are for passenger cars.

Stopping sight distance is the distance required to stop, after recognizing the need to stop, including the distance traveled during a reaction time of 2½ seconds and then braking to a stop.

If neither intersection sight distance is obtainable, an acceleration lane may be considered.

Table 4.16

Intersection Sight Distance								
Speed (mph)	Entering Sight Distance (feet)	Stopping Sight Distance (feet)						
		Level	Upgrade			Downgrade		
		0±2%	+3%	+6%	+9%	-3%	-6%	-9%
20	240	125	120	115	115	130	130	130
25	300	150	150	145	140	155	160	165
30	380	200	200	190	180	210	220	230
35	470	250	245	235	225	265	280	300
40	580	325	315	305	295	345	365	395
45	710	400	385	375	370	425	455	510
50	840	475	455	445	-	505	545	-
55	990	550	525	510	-	590	640	-
60	1150	650	620	600	-	700	760	-
65	1350	725	695	665	-	785	855	-
70	1560	850	810	780	-	920	1010	-

#### 4.17 Intersection Sight Triangle.

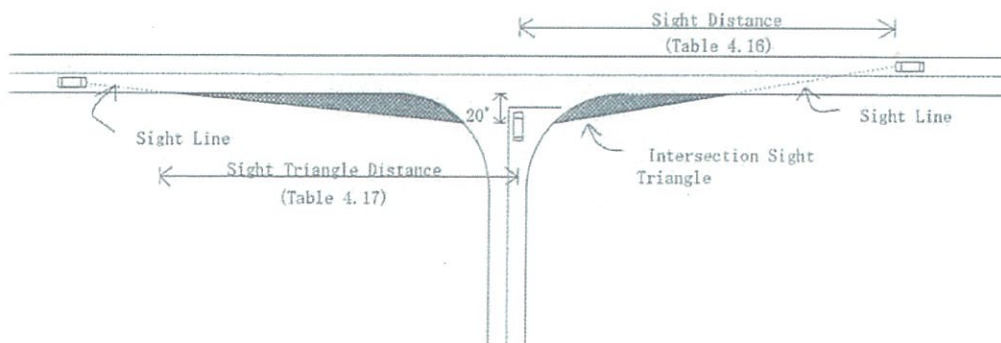
The sight triangle is the distance which must be kept clear, for visibility of approaching vehicles, from a point 20 feet from the edge of the nearest travel lane to the distance along the travel lane, in Table 4.17. This distance will give stopped passenger cars adequate distance to pull into the travel lanes and accelerate and through traffic time to slow 15%. The distance is based on 12 foot lanes with a 4 foot wide median for four lane roads, and for perpendicular approaches.

Table 4.17

Intersection Sight Triangle			
Speed (mph)	Left (feet)	Right Two Lane Road (feet)	Right, Four Lane Road (feet)
20	185	125	90
25	230	160	110
30	290	200	140
35	360	250	175
40	445	305	215
45	545	375	265
50	645	440	310
55	760	520	365
60	885	605	425
65	1040	710	500
70	1200	820	580

Figure 4.5

Intersection Sight Triangle





## CHAPTER 18.08 ZONING

## ARTICLE II: PERMITTED USES AND USE REGULATIONS

## Section 18.08.201. Permitted Uses by Base Zone District.

## (b) Uses Allowed in Special Purpose Zoning Districts.

(b) **USES ALLOWED IN SPECIAL PURPOSE ZONING DISTRICTS.**

The Summary Land Use Tables in subsections (c) and (d) below do not include the following special purpose base zoning districts:

- (1) Unincorporated Transition (UT) Districts;
- (2) PUD Planned Unit Development; and
- (3) SPD Specific Plan District.

Uses allowed in the special purpose districts are stated in Section 18.08.302 of this chapter.

(c) **SUMMARY LAND USE TABLE FOR RESIDENTIAL BASE ZONE DISTRICTS.**

TABLE 18.08-4: USES PERMITTED IN RESIDENTIAL BASE ZONING DISTRICTS											
USE CATEGORY/ Specific Use Type	P = PERMITTED BY-RIGHT SPR = SITE PLAN REVIEW REQUIRED SUP = SPECIAL USE PERMIT REQUIRED A = Permitted as an Accessory Use									ADDITIONAL USE REGULATIONS (Apply in All Districts Unless Otherwise Noted)	
	RESIDENTIAL BASE ZONING DISTRICTS										
	LLR 2.5	LLR 1	LLR .5	SF15	SF9	SF6	SF4	MF 14	MF 21	MF 30	
PRINCIPAL USES											
See Section 18.08.202 (Additional Regulations for Principal Uses)											
RESIDENTIAL											
Boarding or Rooming House										SUP	
Cluster Development	SUP	SUP	SUP	SUP	SUP	SUP	SUP				§18.08.202(a)(1).
Congregate Care Facility								P/ SPR/ SUP	P/ SPR/ SUP	P/ SPR/ SUP	§18.08.202(a)(2). MF14, MF21, MF30: SUP required if 50 or more units; SUP required if 100 or more beds in a dormitory style project.
Convent or Monastery				P							§18.08.202(a)(3).
Fraternity or Sorority House									SUP	SUP	
Group Home	P	P	P	P	P	P	P	P			§18.08.202(a)(4).
Hospice	P	P	P	P	P	P	P	P	P	P	
Manufactured Home	P	P	P	P	P	P	P	P	P	P	§18.08.202(a)(5).
Mobile Home Park								SUP	SUP	SUP	§18.08.202(a)(6).
Mobile Home Subdivision	P	P	P	P	P	P	P	P	P		§18.08.202(a)(6).

CHAPTER 18.08 ZONING  
ARTICLE II: PERMITTED USES AND USE REGULATIONS  
Section 18.08.201. Permitted Uses by Base Zone District.  
(c) Summary Land Use Table for Residential Base Zone Districts.

TABLE 18.08-4: USES PERMITTED IN RESIDENTIAL BASE ZONING DISTRICTS												
USE CATEGORY/ Specific Use Type	P = PERMITTED BY-RIGHT SPR = SITE PLAN REVIEW REQUIRED SUP = SPECIAL USE PERMIT REQUIRED A = Permitted as an Accessory Use									ADDITIONAL USE REGULATIONS (Apply in All Districts Unless Otherwise Noted)		
	RESIDENTIAL BASE ZONING DISTRICTS											
	LLR 2.5	LLR 1	LLR .5	SF15	SF9	SF6	SF4	MF 14	MF 21	MF 30		
PRINCIPAL USES See Section 18.08.202 (Additional Regulations for Principal Uses)												
RESIDENTIAL												
Multi-Family							SUP	SUP	P/ SPR/ SUP	P/ SPR/ SUP	P/ SPR/ SUP	§18.08.202(a)(7). All Districts: Parcel/sub- division plat required for condominium conver- sions. MF14, MF21, MF30: SPR required if more than 4 and less than 50 units; SUP required if 50 or more units.
Nursing Home/Assisted Living Facility									SUP	SUP	SUP	§18.08.202(a)(8).
Private Dorm										P/ SPR/ SUP	P/ SPR/ SUP	§18.08.202(a)(10). MF21, MF30: SPR re- view required if more than 4 and less than 50 units; SUP required if 50 or more units.
Single-Family, Attached/ Condominium Townhouse						P/ SPR/ SUP	P/ SPR/ SUP	P/ SPR/ SUP	P/ SPR/ SUP	P/ SPR/ SUP	P/ SPR/ SUP	§18.08.202(a)(9). All Districts: SPR re- quired if more than 4 units and less than the SUP review threshold. SF6, SF9, SF4, MF14, MF21, MF30: SUP re- quired if 50 or more units.
Single-Family, Detached	P	P	P	P	P	P	P	P	P	P	P	
Single-Family, Zero Lot Line	P	P	P	P	P	P	P	P				
Single Room Occupancy											P/ SPR/ SUP	§18.08.202(a)(10). MF30: SUP required if 50 or more units; SPR required if more than 4 and less than 50 units.



**CHAPTER 18.08 ZONING**

**ARTICLE II: PERMITTED USES AND USE REGULATIONS**

**Section 18.08.201. Permitted Uses by Base Zone District.**

**(c) Summary Land Use Table for Residential Base Zone Districts.**

TABLE 18.08-4: USES PERMITTED IN RESIDENTIAL BASE ZONING DISTRICTS											
USE CATEGORY/ Specific Use Type	P = PERMITTED BY-RIGHT SPR = SITE PLAN REVIEW REQUIRED SUP = SPECIAL USE PERMIT REQUIRED A = Permitted as an Accessory Use									ADDITIONAL USE REGULATIONS (Apply in All Districts Unless Otherwise Noted)	
	RESIDENTIAL BASE ZONING DISTRICTS										
	LLR 2.5	LLR 1	LLR .5	SF15	SF9	SF6	SF4	MF 14	MF 21	MF 30	
PRINCIPAL USES See Section 18.08.202 (Additional Regulations for Principal Uses)											
COMMERCIAL SALES AND SERVICES											
Animal Clinic, Shelter, Hospital or Boarding/Kennel	SUP	SUP	SUP								§18.08.202(b)(2).
Antique/Collectible Store											
Bakery, Retail											
Bar											
Barber/Beauty Shop											
Child Care Center	SUP	SUP	SUP	SUP					P	P	§18.08.202(b)(7).
Cleaners, Commercial											
Convenience Store											
Copy Center									P		§18.08.202(b)(9).
Drive-through Facility											
Financial Institution									P		§18.08.202(b)(12).
General Personal Service									P		§18.08.202(b)(14).
General Retail Store or Commercial Use Other than Listed									P		§18.08.202(b)(15).
Laundry, Drop- off/Pickup									P		§18.08.202(b)(18).
Laundry, Self Service									P		§18.08.202(b)(19).
Office, Other Than Listed									P		§18.08.202(b)(20).
Restaurant with Alcohol Service											
Restaurant without Alcohol Service											
TV Broadcasting & Other Communication Service	P	P	P								§18.08.202(b)(26).



CHAPTER 18.08 ZONING  
**ARTICLE II: PERMITTED USES AND USE REGULATIONS**  
*Section 18.08.201. Permitted Uses by Base Zone District.*  
 (c) Summary Land Use Table for Residential Base Zone Districts.

TABLE 18.08-4: USES PERMITTED IN RESIDENTIAL BASE ZONING DISTRICTS											
USE CATEGORY/ Specific Use Type	P = PERMITTED BY-RIGHT SPR = SITE PLAN REVIEW REQUIRED SUP = SPECIAL USE PERMIT REQUIRED A = Permitted as an Accessory Use										ADDITIONAL USE REGULATIONS (Apply in All Districts Unless Otherwise Noted)
	RESIDENTIAL BASE ZONING DISTRICTS										
	LLR 2.5	LLR 1	LLR .5	SF15	SF9	SF6	SF4	MF 14	MF 21	MF 30	
PRINCIPAL USES											
See Section 18.08.202 (Additional Regulations for Principal Uses)											
RECREATION, ENTERTAINMENT, AND AMUSEMENT											
Community Center, Private	SUP	SUP	SUP	SUP	SUP	SUP	SUP	SUP			
Country Club, Private	SUP	SUP	SUP	SUP	SUP	SUP	SUP	SUP	SUP	SUP	§18.08.202(c)(1).
Fitness Center									SUP	SUP	
Private Club, Lodge or Fraternal Organization									SUP	SUP	
Public Park or Recreation Area	P	P	P	P	P	P	P	P	P	P	
Stable (Commercial) or; Riding Academy	SUP	SUP									
Stable (Private)	P	P	P	P							§18.08.202(c)(4).
LODGING											
Bed & Breakfast Inn					SPR	SPR		P	P	P	§18.08.202(d)(1).
Recreational Vehicle Park	SUP										§18.08.202(d)(5).

**CHAPTER 18.08 ZONING**

**ARTICLE II: PERMITTED USES AND USE REGULATIONS**

**Section 18.08.201. Permitted Uses by Base Zone District.**

**(c) Summary Land Use Table for Residential Base Zone Districts.**

TABLE 18.08-4: USES PERMITTED IN RESIDENTIAL BASE ZONING DISTRICTS											
USE CATEGORY/ Specific Use Type	P = PERMITTED BY-RIGHT SPR = SITE PLAN REVIEW REQUIRED SUP = SPECIAL USE PERMIT REQUIRED A = Permitted as an Accessory Use										ADDITIONAL USE REGULATIONS (Apply in All Districts Unless Otherwise Noted)
	RESIDENTIAL BASE ZONING DISTRICTS										
	LLR 2.5	LLR 1	LLR .5	SF15	SF9	SF6	SF4	MF 14	MF 21	MF 30	
PRINCIPAL USES											
See Section 18.08.202 (Additional Regulations for Principal Uses)											
INSTITUTIONAL, PUBLIC, AND COMMUNITY SERVICE											
Cemetery/ Mausoleum	SUP	SUP	SUP								§18.08.202(e)(2).
Church/House of Worship			SUP	SUP	SUP	SUP	SUP	SUP	SUP	SUP	
Communication Facility, Equipment Only	SPR	SPR	SPR	SPR	SPR	SPR	SPR	SPR	SPR	SPR	§18.08.202(e)(5).
Electric Generating Plant	SUP	SUP	SUP	SUP	SUP	SUP	SUP	SUP	SUP	SUP	§18.08.202(e)(6).
Electric Utility Substation	SPR	SPR	SPR	SPR	SPR	SPR	SPR	SPR	SPR	SPR	§18.08.202(e)(6).
Library, Art Gallery or Museum											
Public Transit or School Bus Shelter	P	P	P	P	P	P	P	P	P	P	
School, Primary (Public or Private)	SPR	SPR	SPR	SPR	SPR	SPR	SPR	SPR	SPR	SPR	§18.08.202(e)(9).
School, Secondary (Public or Private)	SPR	SPR	SPR	SPR	SPR	SPR	SPR				§18.08.202(e)(10).
Transitional Living Facility											
Utility Box/Well House, Back-up Generator, Pumping or Booster Station	P	P	P	P	P	P	P	P	P	P	§18.08.202(e)(14).
Utility Installation, Other than Listed	SPR	SPR	SPR	SPR	SPR	SPR	SPR	SPR	SPR	SPR	
Utilities, Major	SUP	SUP	SUP	SUP	SUP	SUP	SUP	SUP	SUP	SUP	§18.08.202(e)(13).
INDUSTRIAL, MANUFACTURING, WHOLESALE, DISTRIBUTION AND TRANSPORTATION											
Asphalt or Concrete Batch Plant	SUP										
Mini-warehouse				SUP	SUP	SUP	SUP	SUP	SUP	SUP	§18.08.202(f)(8).



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ARTICLE II: PERMITTED USES AND USE REGULATIONS  
Section 18.08.201. Permitted Uses by Base Zone District.  
(c) Summary Land Use Table for Residential Base Zone Districts.

TABLE 18.08-4: USES PERMITTED IN RESIDENTIAL BASE ZONING DISTRICTS											
USE CATEGORY/ Specific Use Type	P = PERMITTED BY-RIGHT SPR = SITE PLAN REVIEW REQUIRED SUP = SPECIAL USE PERMIT REQUIRED A = Permitted as an Accessory Use									ADDITIONAL USE REGULATIONS (Apply in All Districts Unless Otherwise Noted)	
	RESIDENTIAL BASE ZONING DISTRICTS										
	LLR 2.5	LLR 1	LLR .5	SF15	SF9	SF6	SF4	MF 14	MF 21		
PRINCIPAL USES											
See Section 18.08.202 (Additional Regulations for Principal Uses)											
INSTITUTIONAL, PUBLIC, AND COMMUNITY SERVICE											
OTHER PRINCIPAL USES											
Farm (No Commercial Slaughtering)	P	P	P								§18.08.202(g)(1).
Poultry & Hog Farm	SUP	SUP									§18.08.202(g)(1).

TABLE 18.08-4: USES PERMITTED IN RESIDENTIAL BASE ZONING DISTRICTS											
USE CATEGORY/ Specific Use Type	P = PERMITTED BY-RIGHT SPR = SITE PLAN REVIEW REQUIRED SUP = SPECIAL USE PERMIT REQUIRED A = Permitted as an Accessory Use									ADDITIONAL USE REGULATIONS (Apply in All Districts Unless Otherwise Noted)	
	RESIDENTIAL BASE ZONING DISTRICTS										
	LLR 2.5	LLR 1	LLR .5	SF15	SF9	SF6	SF4	MF 14	MF 21	MF 30	
ACCESSORY USES											
See Section 18.08.203 (Standards for Accessory Uses and Structures)											
Accessory Dwelling Unit (ADU)											§18.08.203(e)(1).
Caretaker Quarters								A	A	A	§18.08.203(e)(1). Accessory to a principal multi-family or non-residential use only.
Child Care, In Home (1—6 Children)	A	A	A	A	A	A	A	A	A	A	§18.08.202(e)(3).
Child Care, In Home (7—12 Children)	A-SUP	A-SUP	A-SUP	A-SUP	A-SUP	A-SUP	A-SUP	A-SUP	A-SPR	A-SPR	§18.08.202(e)(3). Permitted as an accessory use subject to SUP or SPR review procedure as shown.
Child Care Center	SUP	SUP	SUP	SUP							§18.08.202(b)(7).
Community Center, Private									A	A	
Drive-through Facility											



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**ARTICLE II: PERMITTED USES AND USE REGULATIONS**

**Section 18.08.201. Permitted Uses by Base Zone District.**

**(c) Summary Land Use Table for Residential Base Zone Districts.**

TABLE 18.08-4: USES PERMITTED IN RESIDENTIAL BASE ZONING DISTRICTS											
USE CATEGORY/ Specific Use Type	P = PERMITTED BY-RIGHT SPR = SITE PLAN REVIEW REQUIRED SUP = SPECIAL USE PERMIT REQUIRED A = Permitted as an Accessory Use									ADDITIONAL USE REGULATIONS (Apply in All Districts Unless Otherwise Noted)	
	RESIDENTIAL BASE ZONING DISTRICTS										
	LLR 2.5	LLR 1	LLR .5	SF15	SF9	SF6	SF4	MF 14	MF 21	MF 30	
ACCESSORY USES See Section 18.08.203 (Standards for Accessory Uses and Structures)											
Guest Quarters or Guest House	A	A	A	A	A	A	A	A			§18.08.203(e)(1). Accessory only to a principal single-family detached dwelling unit.
Home Occupation	A	A	A	A	A	A	A	A	A	A	§18.08.203(e)(3).
Satellite Dish	A	A	A	A	A	A	A	A	A	A	§18.08.203(e)(4).
Sidewalk Cafés											§18.08.203(e)(4).
Stable (Private)	A	A	A	A							§18.08.202(c)(4).
Tennis Courts	A	A	A	A	A	A	A	A	A	A	§18.08.202(c)(5).
Utilities, Alternative Systems	A	A	A	A	A	A	A	A	A	A	§18.08.203(e)(6).
TEMPORARY USES See Section 18.08.204 (Standards for Temporary Uses and Structures)											
Garage Sales	P	P	P	P	P	P	P	P	P	P	§18.08.204(d)(1).
Temporary Asphalt or Concrete Batch Plant	SUP	SUP	SUP	SUP	SUP	SUP	SUP				§ 18.08.204(d)(2).
Temporary Construction Structures	P	P	P	P	P	P	P	P	P	P	§18.08.204(d)(5).
Temporary Real Estate Sales Office	P	P	P	P	P	P	P	P	P	P	§18.08.204(d)(6).
Temporary Stockpiling	P	P	P	P	P	P	P	P	P	P	§18.08.204(d)(8).
Temporary Urban Farm	P	P	P	SPR	SPR	SPR	SPR	SPR	SPR	SPR	§18.08.204(d)(9).

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**ARTICLE II: PERMITTED USES AND USE REGULATIONS**  
*Section 18.08.201. Permitted Uses by Base Zone District.*  
**(d) Summary Use Table for Nonresidential Base Zone Districts.**

**(d) SUMMARY USE TABLE FOR NONRESIDENTIAL BASE ZONE DISTRICTS.**

TABLE 18.08-5: USES PERMITTED IN NONRESIDENTIAL BASE ZONING DISTRICTS

USE CATEGORY/ Specific Use Type	P = PERMITTED BY-RIGHT SPR = SITE PLAN REVIEW REQUIRED SUP = SPECIAL USE PERMIT A = PERMITTED AS ACCESSORY USE NONRESIDENTIAL BASE ZONING DISTRICTS											ADDITIONAL USE REGULATIONS (Apply in All Zone Districts Unless Otherwise Noted)
	OS	PO	GO	PF	NC	AC	CC	HC	I	IC	IB	
PRINCIPAL USES See Section 18.08.202 (Additional Regulations for Principal Uses)												
RESIDENTIAL												
Boarding or Rooming House							P					
Congregate Care Facility					P/ SUP	P/ SUP	P/ SUP					§18.08.202(a)(2). NC, AC, CC: SUP required if 100 or more units; SUP re- quired if 200 or more beds in a dormitory style project.
Convent or Monastery				SUP			P					
Fraternity or Sorority House												
Group Home		P		P	P	P	P					§18.08.202(a)(4).
Hospice		P		P	P	P	P	P				
Manufactured Home												§18.08.202(a)(5).
Multi-Family					P/ SPR	P/ SPR	P/ SPR					§18.08.202(a)(7). All Districts: Parcel/ subdivision plat re- quired for condomin- ium conversions. NC, AC, CC: SPR required if more than 4 units.
Nursing Home/ Assisted Living Facility						P						§18.08.202(a)(8).
Private Dorm				P/ SPR/ SUP								§18.08.202(a)(10). PF: SPR required if more than 4 and less than 50 rooms; SUP required if 50 or more rooms.



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ARTICLE II: PERMITTED USES AND USE REGULATIONS

Section 18.08.201. Permitted Uses by Base Zone District.

(d) Summary Use Table for Nonresidential Base Zone Districts.

TABLE 18.08-5: USES PERMITTED IN NONRESIDENTIAL BASE ZONING DISTRICTS												
USE CATEGORY/ Specific Use Type	P = PERMITTED BY-RIGHT SPR = SITE PLAN REVIEW REQUIRED SUP = SPECIAL USE PERMIT A = PERMITTED AS ACCESSORY USE NONRESIDENTIAL BASE ZONING DISTRICTS											ADDITIONAL USE REGULATIONS (Apply in All Zone Districts Unless Otherwise Noted)
	OS	PO	GO	PF	NC	AC	CC	HC	I	IC	IB	
PRINCIPAL USES												
See Section 18.08.202 (Additional Regulations for Principal Uses)												
RESIDENTIAL												
Single-Family, Attached/ Condominium Townhouse		P/ SPR/ SUP		P/ SPR/ SUP	P/ SPR/ SUP	P/ SPR/ SUP	P/ SPR/ SUP					§18.08.202(a)(9). All Districts: SPR required if more than 4 units and less than the SUP review threshold. PO, PF, NC: SUP required if 20 or more units. AC, CC: SUP re- quired if 100 or more units.
Single-Family, Detached	P	P		P								OS: Minimum lot size shall be 50 acres.
Single-Family, Zero Lot Line												
Single Room Occupancy				P/ SPR/ SUP		P/ SPR/ SUP	P/ SPR/ SUP					§18.08.202(a)(10). PF, AC, CC: SPR required if more than 4 and SUP not re- quired. PF: SUP required if 50 or more units. AC, CC: SUP re- quired if 100 or more units.

(Ord. No. 5762, § 1, 11-18-05)



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Section 18.08.201. Permitted Uses by Base Zone District.  
(d) Summary Use Table for Nonresidential Base Zone Districts.

TABLE 18.08-5: USES PERMITTED IN NONRESIDENTIAL BASE ZONING DISTRICTS												
USE CATEGORY/ Specific Use Type	P = PERMITTED BY-RIGHT SPR = SITE PLAN REVIEW REQUIRED SUP = SPECIAL USE PERMIT A = PERMITTED AS ACCESSORY USE NONRESIDENTIAL BASE ZONING DISTRICTS											ADDITIONAL USE REGULATIONS (Apply in All Zone Districts Unless Otherwise Noted)
	OS	PO	GO	PF	NC	AC	CC	HC	I	IC	IB	
PRINCIPAL USES See Section 18.08.202 (Additional Regulations for Principal Uses)												
COMMERCIAL SALES AND SERVICES												
Adult Business									P	P	P	§18.08.202(b)(1).
Animal Clinic, Shelter, Hospital or Boarding/ Kennel			P		P	P	P		P	P	P	GO, NC, AC, CC: §18.08.202(b)(2).
Antique/ Collectible Store					P	P	P					
Astrologer, Hypnotist or Psychic Art & Science					SUP	P	P					
Auto Repair Garage and Paint and Body Shop						P	P		P	P		§18.08.202(b)(3).
Automobile & Truck Sales and Mobile Home, RV						SUP	SUP		P	P		I: §18.08.301(d).
Boat & Trailer Sales or Rental												
Automobile Rental						SUP				P		§18.08.202(b)(4).
Bakery, Retail					P	P	P			P		NC: §18.08.202(b)(5).
Bar						SUP	SUP		P			
Barber/ Beauty Shop		P	P		P	P	P			P		
Building & Landscape Material/ Lumber Yard						P	P		P	P		CC, I, IC: §18.08.202(b)(6).
Call Center			P			P	P		P	P	P	
Car Wash					SUP	SUP	P		P	P		
Child Care Center			P	P	P	P	P	P	P	P	P	§18.08.202(b)(7).

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Section 18.08.201. Permitted Uses by Base Zone District.

(d) Summary Use Table for Nonresidential Base Zone Districts.

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	OS	PO	GO	PF	NC	AC	CC	HC	I	IC	IB		
PRINCIPAL USES													
See Section 18.08.202 (Additional Regulations for Principal Uses)													
COMMERCIAL SALES AND SERVICES													
Cleaners, Commercial					P	P	P		P	P		NC: §18.08.202(b)(8).	
Convenience Store					SUP	P	P		P	SUP	SUP		
Copy Center		P	P	SUP	P	P	P		P	P	P	PO: §18.08.202(b)(9).	
Custom & Craft Work					P	P	P		P	P	P	NC, AC, CC: §18.08.202(b)(10).	
Drive-through Facility						P	P					§18.08.202(b)(11).	
Escort Service/ Outcall													
Financial Institution		SUP	P	SUP	SUP	P	P			P/ SUP	P/ SUP	NC, IC, IB: SUP required if drive- through facility.	
Freestanding Automated Teller Machine		P	P	P	P	P	P		P	P	P	§18.08.202(b)(13).	
General Personal Service		SUP	SUP		P	P	P			P		PO, GO: §18.08.202(b)(14).	
General Retail Store or Commercial Use Other than Listed					P	P	P	P				NC: §18.08.202(b)(15).	
Household Goods, Light Service, Repair & Assembly					P	P	P		P	P		All Except I: §18.08.202(b)(16).	



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	OS	PO	GO	PF	NC	AC	CC	HC	I	IC	IB		
PRINCIPAL USES See Section 18.08.202 (Additional Regulations for Principal Uses)													
COMMERCIAL SALES AND SERVICES													
Laboratory			P/ SUP	P/ SUP	P/ SUP		P/ SUP	P/ SUP		P/ SUP	P/ SUP	P/ SUP	§18.08.202(b)(17). SUP required if use meets "Group H" oc- cupancy (as defined in the building code in effect in the city) or if more than 4,000 sq. ft.
Laundry, Drop-off/ Pickup				P		P	P	P			P		GO, NC: §18.08.202(b)(18).
Laundry, Self Service						P	P	P			P		
Medical Facility, Day Use Only			P	P	P	P	P	P					
Office, Other Than Listed			P	P	P	P	P	P		P	P	P	I §18.08.202(b)(20)c.
Open Lot Parking			SPR	SPR	SPR	SPR	SPR	P		P	P		§18.08.202(b)(21).
<del>Pawn Shop</del>							SUP	SUP					<del>§18.08.202(b)(22).</del>
Pet Store						SUP	P	P					
Plant Nursery/ Garden Supply						P	P	P		P	P	P	NC, AC, CC: §18.08.202(b)(23).
Recording Studio			P	P	P	P	P	P		P	P	P	
Restaurant with Alcohol Service				SUP		SUP	P	P		P	P	P	AC, CC, I, IB, IC: §18.08.202(b)(24).
Restaurant without Alcohol Service			SUP	SUP		P	P	P		P	P	P	
Sale of Low Volume Bulky Goods						P	P	P			P		
Gas Station						SUP	P	P	P	P	P		<del>§18.08.202(b)(25).</del>



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	NONRESIDENTIAL BASE ZONING DISTRICTS											
	OS	PO	GO	PF	NC	AC	CC	HC	I	IC	IB	
PRINCIPAL USES												
See Section 18.08.202 (Additional Regulations for Principal Uses)												
COMMERCIAL SALES AND SERVICES												
Tattoo Parlor, Body Painting, & Similar Uses						P	P		P	P		
TV Broadcasting & Other Communica- tion Service		P	P	P	P	P	P		P	P	P	PO, GO, PF, NC, AC, CC: §18.08.202(b)(26).
Wedding Chapel						P						

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	OS	PO	GO	PF	NC	AC	CC	HC	I	IC	IB	
PRINCIPAL USES												
See Section 18.08.202 (Additional Regulations for Principal Uses)												
RECREATION, ENTERTAINMENT, AND AMUSEMENT												
Casino (see Hotel with Nonrestricted Gaming Operation)												
Commercial Amusement/ Recreation (Outside)						SUP	SUP		SUP	SUP		
Commercial Amusement/ Recreation (Inside) other than listed						P	P		P	P		
Country Club, Private						P						
Fitness Center				SUP	P	P	P		P	P	P	
Gun Range (Indoor)				SUP			SUP		SUP			
Night Club					SUP	SUP	SUP	P				NC: §18.08.302(c).
Pool or Billiard Parlor						SUP	P			P		
Private Club, Lodge or Fraternal Organization		SUP	SUP			P	P	P				
Public Park or Recreation Area	P	P	P	P	P	P	P	P	P	P	P	
Sports Arena, Stadium, or Track	SUP			SUP		SUP		SUP	SUP			
Stable (Commercial) or Riding Academy						P	P	P				CC, HC: §18.08.202(c)(3).

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	OS	PO	GO	PF	NC	AC	CC	HC	I	IC	IB		
PRINCIPAL USES													
See Section 18.08.202 (Additional Regulations for Principal Uses)													
RECREATION, ENTERTAINMENT, AND AMUSEMENT													
Tennis Courts	P	P	P	P	P	P	P	P	P	P	P	All Except OS, HC: §18.08.202(c)(5).	
Theater (No Drive-in)				P		P	P		SPR	SPR	SPR		
Video Arcades					P	P	P						
LODGING													
Bed & Breakfast Inn		SPR			SPR	P	P	P				PO, NC: §18.08.202(d)(1).	
Hotel with Nonrestricted Gaming Operation								SUP				§18.08.202(d)(2). §18.08.202(d)(3).	
Hotel (Without Nonrestricted Gaming Operation)						P		SUP				§18.08.202(d)(2).	
Hotel-Condominium									P	P			
Motel						P/ SPR/ SUP	P/ SPR/ SUP					AC, CC: SPR required if over 20 units and under 80 units. SUP required if 80 or more rooms.	
Motel with Nonrestricted Gaming Operation								SUP				§18.08.202(d)(4).	
Recreational Vehicle Park						SUP		SUP				§18.08.202(d)(5).	



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	OS	PO	GO	PF	NC	AC	CC	HC	I	IC	IB	
PRINCIPAL USES See Section 18.08.202 (Additional Regulations for Principal Uses)												
INSTITUTIONAL, PUBLIC, AND COMMUNITY SERVICE												
Blood Plasma Donor Center						P	P			P		<del>§18.08.202(e)(1).</del>
Cemetery/ Mausoleum				SUP		P						<del>§18.08.202(e)(2).</del>
Church/ House of Worship				P	P	P	P			SUP		NC: §18.08.202(e)(4).
College, University, or Seminary			P	P		P	P					
Communica- tion Facility, Equipment Only		SPR	P	SPR	P	P	P	P	P	P	P	§18.08.202(e)(5).
Electric Generating Plant	SUP	SUP	SUP	SUP	SUP	SUP	SUP	SUP	P	P/ SPR	P/ SPR	§18.08.202(e)(6). IC, IB: SPR required if adjacent to residen- tially zoned property.
Electric Utility Substation	SUP	SUP	SUP	SUP	SUP	SUP	SUP	SUP	P	P/ SPR	P/ SPR	§18.08.202(e)(6). IC, IB: SPR required if adjacent to residen- tially zoned property.
Funeral Parlor						P	P					
Government Facility		P	P	P	P	P	P			P	P	
Hospital, Acute & Overnight Care				SUP		P						
Library, Art Gallery or Museum		P	P	P	P	P	P					
Post Office		SPR	SPR	P	SPR	SPR	SPR		P	P		
Prison/ Custodial Institution				SUP								

CHAPTER 18.08 ZONING

ARTICLE II: PERMITTED USES AND USE REGULATIONS

Section 18.08.201. Permitted Uses by Base Zone District.

(d) Summary Use Table for Nonresidential Base Zone Districts.

TABLE 18.08-5: USES PERMITTED IN NONRESIDENTIAL BASE ZONING DISTRICTS												
USE CATEGORY/ Specific Use Type	P = PERMITTED BY-RIGHT SPR = SITE PLAN REVIEW REQUIRED SUP = SPECIAL USE PERMIT A = PERMITTED AS ACCESSORY USE NONRESIDENTIAL BASE ZONING DISTRICTS											ADDITIONAL USE REGULATIONS (Apply in All Zone Districts Unless Otherwise Noted)
	OS	PO	GO	PF	NC	AC	CC	HC	I	IC	IB	
PRINCIPAL USES												
See Section 18.08.202 (Additional Regulations for Principal Uses)												
INSTITUTIONAL, PUBLIC, AND COMMUNITY SERVICE												
Public Meal Provider/ Homeless Services									P			§18.08.202(e)(7).
Public Transit or School Bus Shelter	P	P	P	P	P	P	P	P	P	P	P	
School, Primary (Public or Private)				P								§18.08.202(e)(8).
School, Secondary (Public or Private)				P		SPR	SPR					§18.08.202(e)(9).
School, Non-Traditional, Secondary (Public or Private)				P								§18.08.202(e)(10).
School, Vocational/ Trade			P	A		P	P		P	P	P	GO, AC, CC: §18.08.202(e)(11).
Transitional Living Facility				P			SUP					§ 18.08.202(e)(12).
Utility Box/Well House, Back- up Generator, Pumping or Booster Station	P	P	P	P	P	P	P	P	P	P	P	§18.08.202(e)(13).
Utility Installation, Other than Listed	SPR	SPR	SPR	SPR	SPR	SPR	SPR	SPR	SPR	SPR	SPR	
Utilities, Major	SUP	SUP	SUP	SUP	SUP	SUP	SUP	SUP	SUP	SUP	SUP	§18.08.202(e)(12).

(Ord. No. 5762, § 1, 11-18-05)



CHAPTER 18.08 ZONING  
ARTICLE II: PERMITTED USES AND USE REGULATIONS  
Section 18.08.201. Permitted Uses by Base Zone District.  
(d) Summary Use Table for Nonresidential Base Zone Districts.

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	OS	PO	GO	PF	NC	AC	CC	HC	I	IC	IB	
PRINCIPAL USES See Section 18.08.202 (Additional Regulations for Principal Uses)												
INDUSTRIAL, MANUFACTURING, WHOLESALE, DISTRIBUTION AND TRANSPORTATION												
Asphalt or Concrete Batch Plant									SUP			
Animal & Animal Byproduct Processing									SUP			§18.08.202(f)(1).
Bus or other Transportation Terminal				SUP			P		P	P		CC, IC: §18.08.202(f)(2).
Chemical Processing and/or Manufacture									SUP	SUP	SUP	
Collection Station					SUP	SUP	SUP		P	P		NC, AC, CC: §18.08.202(f)(3).
Crematorium						SUP	SUP		P	P		§18.08.202(f)(4).
Food Processing/ Wholesale Bakery							P		P	P	P	
Hazardous Waste									P/ SUP	P/ SUP	P/ SUP	§18.08.202(f)(5). SUP required if use is not ancillary to retail or commercial use, or if facility is more than 4,000 sq. ft.
Heavy Machinery & Equipment (Rental, Sales & Service)									P	P		
Helipad			P	P		P	P	P	P	P		§18.08.202(f)(7).
Indoor Manufacturing, Processing, Assembly or Fabrication			SUP						P	P	P	GO: §18.08.202(f)(8).



CHAPTER 18.08 ZONING

ARTICLE II: PERMITTED USES AND USE REGULATIONS

Section 18.08.201. Permitted Uses by Base Zone District.

(d) Summary Use Table for Nonresidential Base Zone Districts.

TABLE 18.08-5: USES PERMITTED IN NONRESIDENTIAL BASE ZONING DISTRICTS												
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	OS	PO	GO	PF	NC	AC	CC	HC	I	IC	IB	
PRINCIPAL USES See Section 18.08.202 (Additional Regulations for Principal Uses)												
INDUSTRIAL, MANUFACTURING, WHOLESALE, DISTRIBUTION AND TRANSPORTATION												
Maintenance, Repair or Renovation Business						P			P	P		AC: §18.08.202(f)(9).
Mining, Sand and Gravel Excavation	SUP								SUP			
Mini- warehouse					SUP	SUP	SUP		P	P		AC, CC, NC: §18.08.202(f)(10).
Outdoor Manufactur- ing, Process- ing, Assembly or Fabrication									SUP	SUP		
Outdoor Storage									P	P	SUP	I, IC, IB: §18.08.202(f)(11).
Printing & Publishing						P			P	P	P	
Railroad Yard or Shop				P					P			PF: §18.08.202(f)(12).
Rental Store, w/Outdoor storage; Truck Rental						SUP	SUP		P	P		
Salvage or Reclamation of Products (Indoors)									P	P		
Septic Tank Services									SUP			
Showroom					P	P	P					
Taxidermist						P	P		P	P		
Towing & Impound Yard									P	P		§18.08.202(f)(13).
Transfer Station									P			§18.08.202(f)(14).
Truck Stop/ Travel Plaza									SUP	SUP		§18.08.202(f)(15).

CHAPTER 18.08 ZONING  
ARTICLE II: PERMITTED USES AND USE REGULATIONS  
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(d) Summary Use Table for Nonresidential Base Zone Districts.

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	OS	PO	GO	PF	NC	AC	CC	HC	I	IC	IB		
PRINCIPAL USES													
See Section 18.08.202 (Additional Regulations for Principal Uses)													
INDUSTRIAL, MANUFACTURING, WHOLESALE, DISTRIBUTION AND TRANSPORTATION													
Truck Terminal										SUP	SUP		
Warehouse/ Distribution Center										P	P		
Welding Repair										P	P		§18.08.202(f)(16).
Wholesale of construction materials										P	P	P	I, IB: §18.08.202(f)(17).
Wholesale of products manufactured or assembled on site										P	P	P	
Wrecking Yard, Salvage Yard, or Junk Yard (Outside)										SUP			
OTHER													
Farm (No Commercial Slaughtering)	P												OS: §18.08.202(g)(1).
Poultry and Hog Farm	SUP												OS: §18.08.202(g)(1).



CHAPTER 18.08 ZONING

ARTICLE II: PERMITTED USES AND USE REGULATIONS

Section 18.08.201. Permitted Uses by Base Zone District.

(d) Summary Use Table for Nonresidential Base Zone Districts.

TABLE 18.08-5: USES PERMITTED IN NONRESIDENTIAL BASE ZONING DISTRICTS												
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	OS	PO	GO	PF	NC	AC	CC	HC	I	IC	IB	
ACCESSORY USES See Section 18.08.203 (Standards for Accessory Uses and Structures)												
Caretaker Quarters		A	A	A	A	A	A	A	A	A	A	§18.08.203(e)(1). Accessory to a principal multi-family or non-residential use only.
Accessory retail sales associated with a principal manufacturing, wholesaling, distribution or warehousing use.										A		§ 18.08.203(d)(2)
Automobile Rental								A				§18.08.202(b)(4)
Bakery, Retail			A	A				A				
Bar								A				
Barber/ Beauty Shop				A				A				
Bus or other Transportation Terminal								A				
Child Care, In Home (1—6 Children)				A- SPR	A	A	A					§18.08.202(e)(3). Permitted as an accessory use to a principal residential use, subject to SUP or SPR review procedure as shown.
Child Care, In Home (7—12 Children)		A		A- SPR	A	A	A					§18.08.202(e)(3). Permitted as an accessory use to a principal residential use, subject to SUP or SPR review procedure as shown.
Child Care Center		A										§18.08.202(b)(7).



CHAPTER 18.08 ZONING  
ARTICLE II: PERMITTED USES AND USE REGULATIONS  
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	OS	PO	GO	PF	NC	AC	CC	HC	I	IC	IB	
	ACCESSORY USES See Section 18.08.203 (Standards for Accessory Uses and Structures)											
Commercial Amusement/ Recreation (Outside)								A				
Commercial Amusement/ Recreation (Inside)								A				
Community Center, Private												
Copy Center								A				
Drive-through Facility (Food and Beverage Service)			A			A	A			A-SUP	A-SUP	<del>§18.08.202(b)(11). IC, IB: Subject to SUP approval.</del>
Drive-through Facility (Non-Food and Beverage Service)			A			A	A			A-SUP	A-SUP	<del>§18.08.202(b)(12). IC, IB: Subject to SUP approval.</del>
Financial Institution								A	A			
Fitness Center		A	A					A				
Gaming Operation, Restricted		A	A	A	A	A	A	A	A	A	A	§18.08.202(c)(2).
General Personal Service								A				
Government Facility									A			
Gun Range (Indoor)								A				
Home Occupation	A	A		A	A	A	A	A				§18.08.203(e)(3).

CHAPTER 18.08 ZONING

ARTICLE II: PERMITTED USES AND USE REGULATIONS

Section 18.08.201. Permitted Uses by Base Zone District.

(d) Summary Use Table for Nonresidential Base Zone Districts.

TABLE 18.08-5: USES PERMITTED IN NONRESIDENTIAL BASE ZONING DISTRICTS													
USE CATEGORY/ Specific Use Type	P = PERMITTED BY-RIGHT SPR = SITE PLAN REVIEW REQUIRED SUP = SPECIAL USE PERMIT A = PERMITTED AS ACCESSORY USE											ADDITIONAL USE REGULATIONS (Apply in All Zone Districts Unless Otherwise Noted)	
	NONRESIDENTIAL BASE ZONING DISTRICTS												
	OS	PO	GO	PF	NC	AC	CC	HC	I	IC	IB		
ACCESSORY USES See Section 18.08.203 (Standards for Accessory Uses and Structures)													
Indoor Storage, incidental to a permitted use		A	A	A	A	A	A	A	A	A	A		
Laundry, Drop- off/Pickup								A					
Laundry, Self Service								A					
Library, Art Gallery or Museum								A					
Pet Store								A					
Pool or Billiard Parlor								A					
Post Office								A					
Recording Studio								A					
Restaurant with Alcohol Service				A				A					
Restaurant without Alcohol Service				A				A					
School, Vocational/ Trade				A									
Gas Station				A								§18.08.202(b)(25).	
Showroom			A						A	A	A		
Sidewalk Cafés		A	A		A	A	A		A	A	A	§18.08.203(e)(5).	
Tennis Courts								A					
Theater (No Drive-in)								A					



CHAPTER 18.08 ZONING  
**ARTICLE II: PERMITTED USES AND USE REGULATIONS**  
*Section 18.08.201. Permitted Uses by Base Zone District.*  
*(d) Summary Use Table for Nonresidential Base Zone Districts.*

TABLE 18.08-5: USES PERMITTED IN NONRESIDENTIAL BASE ZONING DISTRICTS													
USE CATEGORY/ Specific Use Type	P = PERMITTED BY-RIGHT SPR = SITE PLAN REVIEW REQUIRED SUP = SPECIAL USE PERMIT A = PERMITTED AS ACCESSORY USE NONRESIDENTIAL BASE ZONING DISTRICTS											ADDITIONAL USE REGULATIONS (Apply in All Zone Districts Unless Otherwise Noted)	
	OS	PO	GO	PF	NC	AC	CC	HC	I	IC	IB		
	ACCESSORY USES See Section 18.08.203 (Standards for Accessory Uses and Structures)												
TV Broadcasting & Other Communica- tion Service								A					§18.08.202(b)(26).
Utility Alternative System	A	A	A	A	A	A	A	A	A	A	A	A	§18.08.203(e)(6).
Warehouse/ Distribution Center				A									
Wedding Chapel								A					
Welding Repair				A									§18.08.202(f)(14).
Video Arcades								A					

TABLE 18.08-5: USES PERMITTED IN NONRESIDENTIAL BASE ZONING DISTRICTS												
USE CATEGORY/ Specific Use Type	P = PERMITTED BY-RIGHT SPR = SITE PLAN REVIEW REQUIRED SUP = SPECIAL USE PERMIT A = PERMITTED AS ACCESSORY USE NONRESIDENTIAL BASE ZONING DISTRICTS											ADDITIONAL USE REGULATIONS (Apply in All Zone Districts Unless Otherwise Noted)
	OS	PO	GO	PF	NC	AC	CC	HC	I	IC	IB	
TEMPORARY USES See Section 18.08.204 (Standards for Temporary Uses and Structures)												
Temporary Carnival, Circus, Entertainment Event, Amusement Ride				P		P	P	P				§18.08.204(d)(3).
Temporary Christmas Tree Sales Lot & Similar Uses					P	P	P					§18.08.204(d)(4).



# CHAPTER 18.08 ZONING

## ARTICLE II: PERMITTED USES AND USE REGULATIONS

### Section 18.08.201. Permitted Uses by Base Zone District.

#### (d) Summary Use Table for Nonresidential Base Zone Districts.

TABLE 18.08-5: USES PERMITTED IN NONRESIDENTIAL BASE ZONING DISTRICTS													
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	OS	PO	GO	PF	NC	AC	CC	HC	I	IC	IB		
TEMPORARY USES See Section 18.08.204 (Standards for Temporary Uses and Structures)													
Temporary Construction Structures		P	P	P	P	P	P	P	P	P	P	§18.08.204(d)(5).	
Temporary Open Lot Parking		P	P	P	P	P			P	P		§18.08.204(d)(7).	
Temporary Stockpiling	P	P	P	P	P	P	P	P	P	P	P	§18.08.204(d)(8).	
Temporary Urban Farm	P	P	P	P	P	P	P	P	P	P	P	§18.08.204(d)(9).	

#### (e) MIXED USE BASE ZONE DISTRICTS.

TABLE 18.08-6-A: USES PERMITTED IN REGIONAL CENTERS BASE ZONING DISTRICTS												
USE CATEGORY/ Specific Use Type	P = PERMITTED BY-RIGHT SPR = SITE PLAN REVIEW REQUIRED SUP = Special Use Permit A = PERMITTED AS ACCESSORY USE REGIONAL CENTERS BASE ZONING DISTRICTS											ADDITIONAL USE REGULATIONS (Apply in All Zoning Districts Unless Otherwise Noted)
	CRC/ GMU	CRC/ PF	CRC/ TC	CRC/ TMU	CRC/ RES	DRC	DRRC/ ENT	DRRC/ KEY	DRRC/ CALI	DRRC/ WELLS	DRRC/ TRUCK	
	PRINCIPAL USES See Section 18.08.202 (Additional Regulations for Principal Uses)											
RESIDENTIAL												
Boarding or Rooming House	P		P	P		P		P		P		
Congregate Care Facility	P		P	P	P/SPR /SUP	P	P	P	P	P	P	§18.08.202(a)(2).
Convent or Monastery	P	SUP	P	P		P	P	P	P	P	P	
Fraternity or Sorority House	SUP		SUP	SUP		SUP	SUP	SUP	SUP	SUP	SUP	
Group Home	P	P	P	P	P	P	P	P	P	P	P	§18.08.202(a)(4).
Hospice	P	P	P	P	P	P	P	P	P	P	P	
Manufactured Home	P		P	P	P	P	P	P	P	P	P	§18.08.202(a)(5).

SF-6  
(2.3-ACRES)

OPEN SPACE BOUNDARY

APPROXIMATE ALIGNMENT  
OF 2.3-ACRE ACCESS  
ROAD

CULVERT

R=100'

±57.0  
PVI

1"=60'

NORTH

OPEN SPACE BOUNDARY

LOOP  
ROAD

R=250'

SF-6  
(69.9-ACRES)

LOOP  
ROAD

WEST MEADOWS  
2.3-ACRE SF-6  
ACCESS



CIVIL  
ENGINEERING  
CONSULTANTS  
11000 PINE HOLLOW ROAD  
SUITE 100  
DALLAS, TEXAS 75244  
TEL: (214) 342-1100 - FAX: (214) 342-1101  
WWW.TTC-ENGINEERS.COM

RENO POLICE DEPARTMENT  
Inter-Office Memorandum

Date: January 21, 2014

To: Nathan Gilbert

From: Lt. Keith Brown

Re: LDC14-00023

---

The following document is submitted for your consideration. The ideas, contents herein are the opinions of the listed, qualified Crime Prevention through Environmental Design (CPTED) Police Officer, and are based on CPTED Principles and Factors. Implementation of the recommendations in no way guarantees a crime-free project. Recommendations listed are designed to make the applicant aware of certain issues which may arise and present possible solutions.

Territoriality – (Concept of clearly defining ownership over space):

Issue: None noted at this time

Possible Solution:

Issue:

Possible Solution:

Surveillance – (Concept which focuses on increased visibility):

Issue: None noted at this time

Possible Solution:

Issue:

Possible Solution:

Management/Maintenance – (Concept which focuses on how Mgmt. runs and maintains a property):

Issue: None noted at this time

Possible Solution:

Issue:

Possible Solution:



Activity Support – (Concept which focuses on appropriate use of areas and building):

Issue: None noted at this time

Possible Solution:

Issue:

Possible Solution:

Access Control – (Concept that focuses on entry & exit points):

Issue: None noted at this time

Possible Solution:

Issue:

Possible Solution:

Other Factors – (Land Use, Movement Predictors, Edge Effects, Activity Generators, Displacement, Etc.):

Issue: None noted at this time

Possible Solution:

Issue:

Possible Solution:

(Comments)



	Total	09	10	11	12	13
ATL	1	0	0	0	0	1
BDWP	1	0	0	0	0	1
BURGC	1	0	1	0	0	0
BUSCK	2	2	0	0	0	0
DISTR	1	1	0	0	0	0
DOP	1	0	0	0	0	1
DRTBK	1	0	0	1	0	0
DUI	3	1	1	0	0	1
EMSP	3	2	0	0	0	1
HAIL	1	0	0	0	0	1
JUVPRB	1	1	0	0	0	0
LARC	2	0	2	0	0	0
OTHER	1	1	0	0	0	0
OUTAG	3	1	1	0	0	1
PARTY	1	1	0	0	0	0
PINFO	1	0	0	0	0	1
SHOTS	9	0	0	2	2	5
SS	6	1	1	1	0	3
STALLV	1	0	0	1	0	0
SUSPC	1	0	0	0	1	0
SUSPV	1	0	0	0	1	0
T	95	16	12	34	12	21
TRBUNK	3	3	0	0	0	0
TRSPAS	1	0	0	0	0	1
VEHCK	11	0	1	4	2	4
WARANT	3	1	1	1	0	0
WC1021	3	3	0	0	0	0
WCAAL	4	4	0	0	0	0
WCAGGR	2	2	0	0	0	0
WCNOS	2	2	0	0	0	0
WCWELF	2	2	0	0	0	0

Police Calls for selected area, January 2009-December 2013 Includes both dispatched and officer initiated calls.



Police Calls for selected area, January 2009-December 2013 Includes both dispatcher and officer initiated calls.

Call for Service Types			
IDOWNP	Person Down Police	GUN	Person with a Gun
911B	911 Hang Up Business	HAIL	Citizen Hail
911C	911 Hang Up Cell Phone	JUVPRB	Juvenile Problem
911P	911 Hang Up Pay Phone	KIDNAP	Kidnap
911R	911 Hang Up Residence	LAKE	Lake Resque
AB	Assault & Battery	LARC	Larceny
ABVEH	Abandoned Vehicle	MENTAL	Mental Subject
ACC	Accident	MISSP	Missing Person
ACCEX	Accident Extrication	NARC	Narcotic Activity
ACCINJ	Accident Injuries	NSF	Non Sufficent Funds Check
ACCNI	Accident No Injuries	OA	Outside Agency Assist
ACCP	Accident Police Response	ONEDWN	Person Down
ADW	Assault with a Deadly Weapon	OTHER	Misc.
ALARMF	Alarm fire response	OUTAG	Outside Agency Assist
ALARMF	Alarm police response	PINFO	Police Information
ANIMAL	Animal Call	PKGPRB	Parking Problem
ANIMAR	Animal Call Reno	POCKET	Traffic-Motor Scooter
ANIMAW	Animal Call Washoe	PP	Perserve the Peace
AREACK	Area Check	PROP	Lost/Found Property
ASIGNU	Assigned Unit	PROW	Prowler
ASSIGN	Officer Assignment	PS	Public Service
ATL	Attempt to Locate	RECKDR	Recklace Driver
BDW	Battery with a Deadly Weapon	RESALM	Residential Alarm
BNKALM	Bank Alarm	RIVER	River resque
BOMB	Bomb	ROB	Robbery
BURGC	Burglary Commercial	RUN	Runaway
BURGR	Burglary Residential	SEX	Sex related Call
BURGV	Burglary Vehicle	SHOTS	Shots fired
BUSALM	Business Alarm	SR	Service Request
BUSCK	Business Check	SS	Subject Stop
C5	Surveillance	STA	Officer Assignment Station
C90	Alarm related Call	STALLV	Stalled Vehicle
CHILD	Child related victim	SUIC	Suicide
CIVPRB	Civil Problem	SUICP	Suicide Police
COURT	Court Assignment	SUSPC	Suspicious Circumstances
CUSTDY	Person in Custody	SUSPP	Suspicious Person
DISTR	Disturbance	SUSPV	Suspicious Vehicle
DOA	Death	T	Traffic
DOA	Death Police Response	TOW	Towed Vehicle
DOP	Destruction of Property	TP	Other Agency Assist
DRAG	Drag Racing	TRAN	Transport Request
DRUNK	Drunk	TRBUNK	Trouble Unknown
DUI	Driving Under the Influence	TRFPRB	Traffic Problem
EMBEZZ	Embezzlement	TRGA	Training
EMS	Emergency Medical	TRGU	Training
EMSP	Emergency Medical Police	TRSPAS	Trespass
EXTORT	Extortion	UNK	Unknown
FAMDST	Family Disturbance	UNKALM	Unknown Alarm
FIGHT	Fight	UNWANT	Unwanted Subject
FIRE	Fire	VEHALM	Vehicle Alarm
FRAUD	Fraud	VEHCK	Vehicle Check
GAS	Gas Leak	WARANT	Warrant Service
GTA	Stolen Automobile	WELFCK	Welfare Check
GTAR	Stolen Automobile Recovery	WCABR	Animal Bite
		WDOGC	Dog Containment



EXHIBIT E.1

**Washoe County**  
**COMMUNITY SERVICES DEPARTMENT**  
*Planning and Development Division*

---

January 31, 2013

Nathan Gilbert, AICP, Associate Planner  
C/o Claudia Hanson, AICP, Current Planning Manager  
City of Reno Community Development Department

RE: West Meadows Estates  
Addendum to Washoe County Review

Dear Mr. Gilbert,

Please consider this an addendum to the initial review in response to your questions I received in your email of January 30, 2014.

*Commercial Uses:*

In regard to the commercial area for this zoning amendment/PUD, I cannot really say that it is inconsistent with the Verdi Area Plan, because of the fact that it is now within the City of Reno's jurisdiction. I will say however, that when these properties were located within the County's jurisdiction, they were zoned Medium Density Suburban (MDS; 3 du/ac) and General Rural (GR- 1 du/40 ac).

At that time, (under County jurisdiction) the subject properties would have been located within the Rural Character Management Area (RCMA), which did not envision commercial uses. If today, under County jurisdiction, an applicant proposed commercial uses, they would have been directed to develop those uses within the Village Center SCMA, because that is the vision of the Area Plan, and the desire of the community. The Village Center would not have extended to these properties, as it is clearly delineated on the area plan maps. If an applicant wanted to pursue commercial development on these properties (if under County jurisdiction), they would have had to apply for a Master Plan Amendment, and Regulatory Zone Amendment, to include amending the Verdi Area Plan to expand the boundaries of the Village Center (SCMA). Although I cannot suggest the "making or not" of the City of Reno's finding "m" for the zone change, if the properties were still within Washoe County jurisdiction, a similar finding of "conformance with the Master Plan" would not be supported.

*Other Concerns:*

Other than Fire protection, commercial development, and the blocking of a presumed public road I would extend my comments to include the following:

- Proof of sufficient water rights for water supply;
- Connection to community sewer;
- Mitigation of access (ingress and egress) from Old US Highway 40 (an NDOT highway);



- Protection of any potential runoff of construction debris into the Truckee River from APNs 038-830-06 and 038-830-05 [(Best Management Practices (BMPs) are always required)].
- Capacity at Verdi Elementary School or Westergard and/or Roy Gomm Elementary schools, in addition to the Middle Schools; (not sure if you received comments from the School District yet);
- Public safety services - Reno PD (Washoe County Sheriff for properties extending up Peavine)

#### Utilities:

There used to be the Verdi Meadows Utility Company (VMUC), a public utility company that serves water and sewer within a portion of the Verdi area. In 2001 when K & R Homes was proposing to develop the subject parcels with a Common Open Space subdivision of 156 du/ac over  $\pm 208$  acres (within the County jurisdiction at the time); they were going to petition VMUC to annex the properties into their service territory; however, Washoe County Utilities Services Division had put a condition on the tentative subdivision map that all water and sewer service must be provided by Washoe County because the subject properties were within the county's service area with the P.U.C., and that the County had not relinquished the properties from their service territory, which had to be completed prior to annexing into another certified provider's territory. Also, at the time of that tentative map in 2001, the Lawton-Verdi Interceptor was not yet available, so Washoe County had required the construction of an interim sewer system to service the project to be built by the builder and subsequently dedicated to Washoe County. Of course I don't know the status of this interceptor; I'm thinking it has been built!

#### Drainage:

At the time (in 2001) Wetlands Delineation Study has been completed for the property. Total Jurisdictional Waters of the United States and Wetlands areas on the project site totaled 33,848 square feet (0.78 acres). Washoe County Engineering Division had addressed and conditioned all drainage issues related to the proposed development.

These are my "extended" thoughts/comments on this proposed zoning amendment/PUD for your review. Thank you for the opportunity to review this cooperative planning project. Please let me know if I can be of further assistance. Thank you,

Thank you for the opportunity to comment. If I can be of further assistance, please do not hesitate to contact me at 775.328.3608 or by email at [smonsalve@washoecounty.us](mailto:smonsalve@washoecounty.us).

Sincerely,

Sandra Monsalve, AICP, Senior Planner  
Washoe County Community Services  
Planning and Development Division

cc: Washoe County Commissioner Weber  
KLS Planning & Design Group, Attn: John Krmpotic, 9480 Double Diamond Parkway, Suite 299, Reno, NV 89521  
Washoe County Survey, Mike Gump



**Washoe County**  
**COMMUNITY SERVICES DEPARTMENT**  
*Planning and Development Division*

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January 29, 2013

Nathan Gilbert, AICP, Associate Planner  
C/o Claudia Hanson, AICP, Current Planning Manager  
City of Reno Community Development Department

RE: West Meadows Estates  
Washoe County Review

Dear Mr. Gilbert,

Thank you for the opportunity to review and comment on the Zoning Map Amendment/PUD, Case No. LDC14-00016 for West Meadows Estates.

The subject properties of this proposed zoning map amendment and future Planned Unit Development (PUD) are located within the Verdi planning area, as listed in the Washoe County Master Plan. In the spirit of Cooperative Planning, Washoe County has an interest in the proposed amendment and its compliance with the Verdi Area Plan's Goals and Policies from a regional perspective, and cooperative reviewing agency.

*Character Statement and Verdi Area Plan Vision:*

The Verdi Area Plan was created in response to a citizen-based desire to identify, implement, and preserve the community character that has evolved throughout the Verdi area over time. The following are part of the standards/criteria identified during the area plan update effort:

- Maintain a balanced community that provides a range of lifestyles and economic opportunities;
- Provide the ability to conduct agricultural related activities within the area, and the ability to keep and raise animals within designated areas;
- Respect the scenic, and rural heritage of the area by encouraging architectural and site design standards that are responsive to this heritage;
- Respect private property rights;
- Allow home businesses to be permitted based on compliance with Washoe County regulations;
- Respect the unique physical, cultural and scenic character of the area; and,
- Address the conservation of natural (land, water, plant, and animal), scenic, and cultural resources.

It has been acknowledged within the area plan that diversity in residential dwelling units and income level does exist. The population is weighted as older because of the lack of entry-level residential opportunities, in addition to a very stable existing citizen base who continue to reside in their homes. Diversity of citizens is viewed as a positive in the community, and is to be encouraged. An influx of more young families is encouraged and would be well received.

The community has acknowledged that the commercial center has long been in a state of decline, and therefore supports commercial development; however the location of future commercial uses would be within the old downtown area of Verdi, and is envisioned as a Village Center, incorporating the historical character of the Verdi area. This area is referred to as the Suburban Character Management Area (SCMA), and is the area where future small-to-medium sized commercial development is envisioned. The remaining locations within the planning area are referred to as the Rural Character Management Area (RCMA). Although the subject parcels are within the City of Reno's jurisdiction, on the Washoe County Master Plan and Regulatory Zoning maps, they would be located adjacent to the Rural Character Management Area (all those areas outside of the SCMA-Village Center).

The following are excerpts of policies and action programs contained in the Verdi Area Plan which could be relevant and should be considered as part of the proposed Zoning Amendment/PUD review:

#### **Land Use**

**Goal One:** The pattern of land use designations in the Verdi Area Plan Rural Character Management Area will implement and preserve the community character described in the Character Statement.

#### **Policies**

- V.1.2 Dark night skies are an important part of the Verdi RCMA character. To help preserve this character, outdoor-lighting must be consistent with best practice "dark-sky" standards.
- V.1.3 Secure additional trails and trailheads to the Truckee River, Dog Valley area and USFS lands around the community.
- V.1.4 All development, including buildings, site plans, and civic or public uses shall be constructed consistent with an established green building standard for energy efficiency, renewable content, waste management, and general environmental performance.

**Goal Thirteen:** Manage the location, intensity and mix of uses for Commercial Regulatory Zones in a manner that implements the goals and policies of the Washoe County Land Use and Transportation Element and ensures the scenic quality, traffic safety, and gateway character of the planning area is preserved and improved.

#### **Policies**

- V.13.1 Commercial and mixed-use development proposals will be consistent with the Goals and Policies of the Washoe County Land Use and Transportation Element.
- V.13.2 To promote a sense of neighborhood, to promote the functional and aesthetic integration of commercial uses with the community, and to promote the efficient



use of resources and infrastructure in the Verdi Planning Area, Commercial Development proposals should include a residential component, or be closely integrated with nearby residential development.

- V.13.3 Internal circulation (streets and sidewalks) of the Village Center must be designed to improve overall traffic safety, improve access for affected adjacent property owners, promote pedestrian and cycling activity, and mitigate any negative impact to existing development.

## **Transportation**

**Goal Two:** The regional and local transportation system in the Verdi planning area will be a safe, efficient system providing connections to the greater region, and access to commercial services, public lands, employment opportunities, and recreational opportunities in the community. The system will contribute to the preservation and implementation of the community character as described in the Verdi Vision and Character Statement.

### **Policies**

- V.2.1 Washoe County's policy level of service (LOS) for local transportation facilities in the Verdi planning area should not be used to justify the widening or raising the speed limit on U.S. 40.
- V.2.3 Discourage RTC and NDOT from widening U.S. 40 from the Gold Ranch entrance ramp to Somerset Drive at the River Oaks Subdivision as an alternate route for Interstate 80 traffic.
- V.2.4 Washoe County will encourage RTC to hold a comprehensive public review and comment process that allows public input on details of all new road construction that implement the adopted Regional Transportation Plan.

## **Scenic/Recreational/Cultural Resources**

**Goal Three:** Maintain open vistas of the surrounding ridges and more distant mountain ranges, and minimize the visual impact of hillside development.

### **Policies**

- V.3.1 The Washoe County Departments of Planning & Development and Public Works will establish and oversee compliance with design standards for grading that minimize the visual impact of all residential and non-residential hillside development.

**Goal Four:** Public and private development will respect the value of cultural and historic resources in the community.

### **Policies**

- V.4.1 Washoe County will cooperate and participate with state and federal agencies in the planning and conservation activities of those agencies related to cultural and historic resources.

- V.4.2 Educational and interpretive displays will be provided at all parks and trailheads to provide the public with pertinent information regarding cultural and historic resources located in or near those facilities.

**Goal Five: Maintain the rural character of the Verdi RCMA and protect natural habitats and preserves.**

**Policies**

- V.5.1 Washoe County should work closely with agencies to preserve and protect the rural atmosphere, wildlife and natural surroundings of the area.
- V.5.2 Identify and designate future access points to public lands in undeveloped areas.
- V.5.3 Maintain public access to National Forest Lands in the Verdi planning area and as identified in the Peavine Mountain Roads and Recreational Strategy<sup>1</sup> report.
- V.5.4 Work with new development to provide and maintain public access to the publicly owned areas such as Mitchell Canyon/Dog Valley Road and Mogul area.

**Natural Resources**

**Air Resources**

**Goal Six: Maintain or exceed federal, state, and local carbon monoxide ambient particulates (PM10) and ozone air quality standards.**

**Policies**

- V.6.2 Approve only the installation of wood-burning devices that meet or exceed applicable EPA standards.
- V.6.3 Encourage the development of solar and wind power, xeriscaping, and green building technologies for new and redevelopment.

**Land Resources**

**Goal Seven: The built environment will minimize the destructive potential of any identified geological hazard.**

**Policies**

- V.7.2 During development review of proposed resource utilization projects, access, surrounding land use, visual aspects, and site rehabilitation shall be considered.
- V.7.3 Encourage the use of native species, drought tolerant and adaptive vegetation for landscaping.
- V.7.4 Vegetation that requires minimal water applications should be encouraged.
- V.7.5 Encourage the retention of natural open space for wildlife corridors across private land by encouraging limited land disturbance and grading for new development.

**Goal Eight: The rural area around the Verdi Community is identified as Critical Winter<sup>2</sup> habitat for Mule Deer.**

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<sup>1</sup> "Peavine Mountain Roads and Recreational Strategy" December 2002, Carson Ranger District, Humboldt-Toiyabe National Forest in cooperation with The City of Reno and Washoe County Nevada.

## Policies

- V.8.3 Provide access for private landowners and dispersed recreation for the public.
- V.8.4 Provide access for Forest Service and other agencies for administrative activities, fire surveillance and suppression throughout the fire season.

**Goal Nine: Water resources will be supplied to land uses in the Verdi RCMA according to the best principles/practices of sustainable resource development.**

## Policies

- V.9.2 Washoe County will encourage alternative wastewater treatment technologies that are demonstrated to release effluent of improved quality, providing protection against further degradation of surface and groundwater quality, and contributing to groundwater recharge.

## Public Services and Facilities

**Goal Ten: Ensure coordination with and between police, fire, parks, public works/road department, library, schools, and utility providers to ensure that facilities can be phased in, as needed, and that economies of joint/multiple use are realized, whenever possible.**

## Policies

- V.10.1 Continue to support the Verdi Volunteer Fire Department by including them in the Sierra Fire District future plans and recognizing them as a vital member and an important contributor to their community.
- V.10.2 Work with all the local, State and Federal public service agencies to identify locations and types of facilities needed to create trail heads, multi-use trails, river access, public and emergency accesses to public lands, open spaces and recreational areas.
- V.10.3 The community will continue to rely on the Verdi Volunteer Fire Department in cooperation with the Sierra Fire Prevention District for Fire and Emergency Services.

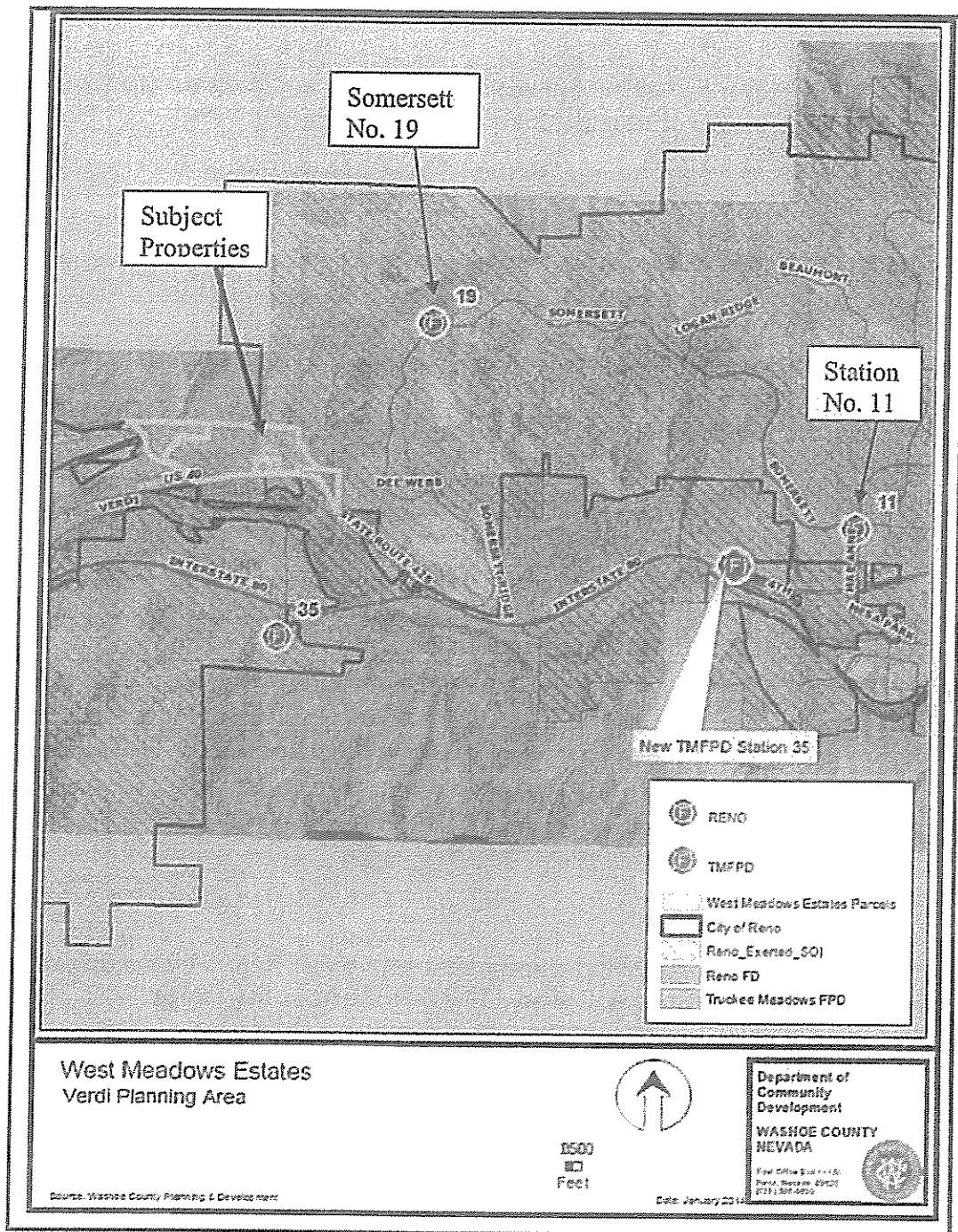
In the absence of an automatic aid agreement between City of Reno Fire Department & the Truckee Meadows Fire Protection District (TMFPD) & since the project is in Reno, the responding fire agency will have to be the City of Reno Fire Department. The closest station will likely be Station No.19 in Somerset (although "browned out" most of the time). The other City of Reno fire station is on Mae Anne Avenue, Station No. 11. From Somerset, it is approximately under a five (5) minute response time; however, if Station No. 19 is closed then Station No. 11 would be the responder, which would likely be 7 or 8 minute(s) response time. (See graphic on page 6)

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<sup>2</sup> Martis/Interstate 80 Corridor Landscape Assessment and Strategy, Humboldt-Toiyabe National Forest Carson Ranger District.



# Fire Services



## Verdi Area Design Standards

**Goal Twenty-Seven:** Common Development Standards in the Verdi Planning Area. Establish development guidelines that will implement the Washoe County Land Use and Transportation Element and conserve the community character commonly found within the Verdi planning area.

### Policies

- V.27.1 When feasible, given utility access constraints, grading for residential purposes after the date of final adoption of this plan will:
- Minimize disruption to natural topography.
  - Utilize natural contours and slopes.
  - Complement the natural characteristics of the landscape.
  - Preserve existing vegetation and ground coverage to minimize erosion.
  - Minimize cuts and fills.
  - Identify view lines.
- V.27.2 Site development plans in the Verdi planning area must submit a plan for the control of noxious weeds. The plan should be developed through consultation with the Washoe County District Health Department, the University of Nevada Cooperative Extension, and/or the Washoe Storey Conservation District. The control plan will be implemented on a voluntary compliance basis.
- V.27.5 Any lighting proposed must show how it is consistent with current best practice “dark-sky” standards. In subdivisions established after the date of final adoption of this plan the use of streetlights will be minimized.
- V.27.6 Street lights, security lights, and other outdoor lighting should be powered by solar or other renewable energy sources whenever possible.
- V.27.7 Whenever feasible, new homes should be located in a manner that facilitates the immediate use of, or future conversion to, renewable energy technologies. This includes home orientation to solar and wind exposure and geothermal resources.
- V.27.8 All landscape designs will emphasize the use of native and low water requirement vegetation.
- V.27.10 The impact of development on adjacent land uses will be mitigated. The appropriate form of mitigation should be determined through a process of community consultation and cooperation. Applicants should be prepared to demonstrate how the project conforms to this policy.
- V.27.11 Development activities should be designed to support the efficient use of infrastructure, and the conservation of recharge areas, habitat, and open vistas.

Goal Twenty-Nine: Washoe County and the Verdi CAB will participate in the planning process for properties added to the Truckee Meadows Services Area (TMSA) in 2006 and any other properties that may be added to the TMSA over time through the cooperative planning process to ensure that topics of interest are adequately addressed. Through the following policies Washoe County and the Verdi Community urges the City of Reno to responsibly plan this area in a manner that will preserve scenic, recreational, and natural resources to the greatest extent possible.

#### Policies

- V.29.1 Prior to approval of land use intensification within the TMSA, a water resource management plan should be prepared for the area being intensified. Water resource management plans should also address potable water and wastewater treatment systems to promote water conservation and effluent re-use. The City of Reno should work closely with the Washoe County Department of Water Resources (DWR) to monitor this situation and collaborate on solutions to mitigate potential adverse impacts (e.g. rising water table infiltrating nearby septic systems, flooding, nitrate concentration, wellhead protection, ground water resources, etc).
- V.29.2 Prior to approval of land use intensification within the TMSA, a transportation management plan should be prepared for the area being intensified. Transportation management plans should address pedestrian, bicycle and automobile circulation to promote alternative forms of transportation and reduce congestion by ensuring that adopted level of service standards for roadways within the Verdi planning area are adhered to.
- V.29.3 Prior to approval of land use intensification within the TMSA, a natural resource management plan should be prepared for the area being intensified. Natural resource management plans should address habitat for mule deer, antelope and sage grouse along with any endangered or threatened species that could be affected by proposed land use changes. Natural resource management plans should include provisions to preserve species habitat, provide migration corridors and/or mitigate impacts to habitat that are related to land use intensification. The natural resource management plans should be developed with review and cooperation from Nevada Department of Wildlife, United States Department of Fish and Game, United States Bureau of Land Management, and United States Forest Service.
- V.29.4 Prior to approval of land use intensification within the TMSA, a park, trail, open space and recreation plan should be prepared for the area being intensified. Park, trail, open space and recreation plans should establish public land access locations and provide recreational amenities in accordance with adopted level of service standards.
- V.29.5 Prior to approval of land use intensification within the TMSA, an outdoor lighting management plan should be prepared for the area being intensified. Outdoor lighting management plans should establish "dark sky" lighting standards to reduce ambient nighttime light levels.
- V.29.6 Prior to approval of land use intensification within the TMSA, a wildfire protection plan should be prepared for the area being intensified. Wildfire protection plans should include provisions to protect public health and defend property from wildfires.

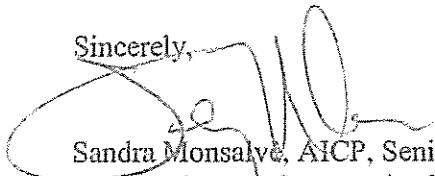


- V.29.7 Prior to approval of land use intensification within the TMSA, a scenic resource management plan should be prepared for the area being intensified. Scenic resource management plans should address designated scenic areas, prominent ridgelines and other scenic resources in the Verdi planning area.
- V.29.8 Any non-residential development approved by the City of Reno in the Verdi planning area should incorporate best practices design guidelines to mitigate potential visual and natural resource impacts. At a minimum be compatible with the adopted area plan. Articulation to break-up long blank walls on concrete tilt-up buildings, complete screening of roof mounted HVAC equipment, low impact development (LID) techniques, and transparency should be incorporated into such development projects.

Lastly, staff has been made aware of a presumed public access road traversing Assessor's Parcel Number (APN) 038-111-03 going to 038-111-02. Staff has been advised that this road may be obstructed with large boulders. The presumed public road does ultimately connect to a Forest Service Road which provides access up Peavine. Per Washoe County Code 85.540 *Obstruction*, public roads must not be obstructed. The Washoe County Surveyor has communicated to the property owner, via email, of this code section, and requested that if there are boulders across the road, that they be removed.

Thank you for the opportunity to comment. If I can be of further assistance, please do not hesitate to contact me at 775.328.3608 or by email at [smonsalve@washoecountv.us](mailto:smonsalve@washoecountv.us).

Sincerely,



Sandra Monsalve, AICP, Senior Planner  
Washoe County Community Services  
Planning and Development Division

cc: Washoe County Commissioner Weber  
KLS Planning & Design Group, Attn: John Krmpotic, 9480 Double Diamond Parkway,  
Suite 299, Reno, NV 89521  
Washoe County Survey, Mike Gump



**From:** Nathan Gilbert [mailto:gilbertn@reno.gov]  
**Sent:** Monday, April 21, 2014 11:52 AM  
**To:** Monsalve, Sandra  
**Subject:** Re: West Meadows

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**Whitney, Bill** <BWhitney@washoecounty.us> Sat, Apr 26, 2014 at 11:50 AM  
**To:** Nathan Gilbert <gilbertn@reno.gov>  
**Cc:** "Monsalve, Sandra" <SMonsalve@washoecounty.us>, "Fred Turnier <turnierf@reno.gov> (turnierf@reno.gov)" <turnierf@reno.gov>

Nathan,

Disappointed to hear the applicant didn't want to consider the option presented to him. I don't see any other options worth putting forward so at this point we oppose the 10 acre commercial request because we see it being detrimental to what the County is trying to accomplish in our commercial area of old Verdi. With this latest development in-mind we feel that your initial suggestion is even more important. *"Provide a qualified independent economic study to determine the impacts it would have on Verdi compared to the Verdi Area Plan's stated commercial objectives and possibly, the overall viability of the Verdi Village Center".*

Please keep Sandy and myself in the loop on this.

Thanks Bill Whitney

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**From:** Monsalve, Sandra  
**Sent:** Monday, April 21, 2014 11:27 AM  
**To:** 'Nathan Gilbert'  
**Cc:** Whitney, Bill  
**Subject:** RE: West Meadows

[Quoted text hidden]

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**Fred Turnier** <turnierf@reno.gov> Sat, Apr 26, 2014 at 12:01 PM  
**To:** "Whitney, Bill" <BWhitney@washoecounty.us>  
**Cc:** Nathan Gilbert <gilbertn@reno.gov>, "Monsalve, Sandra" <SMonsalve@washoecounty.us>

Nathan Let's make sure we are reading the county's concern and their recommendation for condition into the record thank you

Bill be also welcome the county to attend this meeting to present your concerns and or observed

Fred Turnier  
775.338.8927

[Quoted text hidden]

[Quoted text hidden]





**Washoe County School District**

125 East Ninth Street \* P.O. Box 30425 \* Reno, NV 89520-3425  
Phone (775) 348-0200 \* (775) 348-9304 \* [www.washoecountyschools.org](http://www.washoecountyschools.org)

Board of Trustees: Barbara Clark, President \* Davo Alazzi, Vice President \* Lisa Ruggerio, Clerk  
Estela Gutierrez \* John Mayer \* Barbara McLaury \* Howard Rosenberg \* Pedro Martinez, Superintendent

27 February 2014

Nathan Gilbert, AICP  
Senior Planner  
City of Reno Community Development Department  
One East First Street-Second Floor  
Reno NV 89501

RE: West Meadows Estates (LDC14-00023)

Dear Mr Gilbert,

Thank you for meeting with Washoe County School District Capital Projects staff along with the developer of the proposed 493-unit West Meadows Estates single-family residential subdivision located in Verdi; we greatly appreciate the opportunity to provide comments regarding impacts to the District. Reviews for elementary, middle and high school levels are listed below:

**Elementary - 0.183 new students per single family unit x 493 units = 90 new students at buildout**

Verdi ES – Current Enrollment = 194/Capacity = 222.

- For Verdi Elementary School, enrollment will reach 284 at full buildout of the West Meadows Estates project, which is 128% of the design capacity of the school.

**Middle - 0.067 new students per single family unit x 493 units = 33 new students at buildout**

Billinghurst MS – Current Enrollment = 1001/Capacity = 1134.

- For Billinghurst Middle School, enrollment will reach 1034 at full buildout of the West Meadows Estates project, which is 91% of the design capacity of the school.

**High - 0.10 new students per single family unit x 493 units = 49 new students at buildout**

McQueen HS – Current Enrollment = 1877/Capacity = 1942.

- For McQueen High School, enrollment will reach 1926 at full buildout of the West Meadows Estates project, which is 99% of the design capacity of the school. McQueen utilizes seven (7) mobile classroom units in addition to the main building to accommodate current enrollment.

For this project, the Washoe County School District will require additional elementary-level (K-6) classroom space to accommodate the anticipated number of new students. An ongoing school rezoning effort in Northwest Reno may result in the relocation of additional students to Verdi ES prior to commencement of construction of the West Meadows Estates project, which will intensify the over-capacity issue at the school. Further, the District's ten year enrollment projections for Verdi, Billinghurst and McQueen indicate that each of these schools will be at or near full capacity within that timeframe.

District staff met with the developer to discuss projected impacts to the subject schools. While the developer expressed willingness to construct an addition to Verdi Elementary School at certain enrollment and capacity thresholds, the District has limited options to require such action per Nevada Revised Statutes.

The primary option available to the District is to send over-capacity students to the nearest school(s) with available seats, which would entail bussing such students to one or more elementary schools. The Washoe County School District has no legal authority under Nevada State Law to compel any developer to donate improvements to mitigate school impacts caused by new residential development. At the tentative map stage of development, the District can request a school site set-aside in accordance with NRS 278.346, which requires the District to pay for appraisals, the cost of the land, and to agree to a sunset clause that allows the original land owner to re-acquire the property if it is not put to use as a school site within ten years of purchase by the District. This step would also require the construction of a new school, all of which is not financially viable for the District.

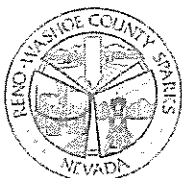
The Washoe County School District does not currently have a funding source for new construction or capital improvement needs beyond \$74M remaining from the now-expired 2002-2012 Rollover Bond Program. There is an estimated \$500M of capital needs throughout the District at this time, which equates to \$426M of unfunded facility projects including roofs, windows, boilers, HVAC systems, paving, security measures and other improvements to adequately serve the 63,000 students of Washoe County. The Board of Trustees will be allocating the remaining \$74M to the most pressing needs throughout the District over the next few years until that source is exhausted.

During the 2013 Nevada Legislative Session, the Washoe County School District proposed Assembly Bill 46, which would have generated \$20M per year to augment the remaining Bond funds for the most urgent capital needs. These proceeds would not have included any funds for construction of new schools. AB-46 was ultimately defeated by the Washoe County Commission at the end of 2013. The District does not anticipate any additional funding sources for capital needs until at least 2018-2019.

I hope this analysis is useful to the Reno Planning Commission and the Reno City Council in making a decision about the West Meadows Estates project. Thank you for the opportunity to comment.

**Michael S. Boster**  
School Planner  
Washoe County School District Capital Projects  
14101 Old Virginia Road  
Reno NV 89521  
775.789.3810

cc: Pete Etchart; Mark Stanton; Joe Gabica; Derwin Bass; Randy Baxley; Lindsay Anderson



# Washoe County Health District

ENVIRONMENTAL HEALTH SERVICES DIVISION

EXHIBIT E.3



Public Health  
Prevent Promote Protect

January 28, 2014

City of Reno  
Community Development  
C/O Nathan Gilbert  
1 East First Street  
Reno, NV 8905

Dear Nathan,

After having reviewed the master plan and zone map from West Meadows Estates (LDC14-00023) to change the land use designations please be advised of the following for development of the site.

1. If storm and nuisance water from the project will be conveyed to any of 4 drainage channels, all inlets directed to these channels conform to the Health Districts design standards and maintenance (article 418 section 110.418.20 (a) 2).
2. Any proposed private catch basins District Health will require some of the basins designed without sumps if a more generalized water quality system is provided within the development such as an infiltration/sedimentation basin. If sumpless catch basins are not feasible a water quality insert is required within all private catch basins. (040.013).
3. The PUD will utilize an LID pretreatment system to infiltrate runoff from the site. Concurrent with this, District Health will require the typical front lot have a catchment area adjacent to impervious surfaces which will infiltrate water reducing runoff into the infrastructure (040.038).
4. The use of detention basins and flood control channels to capture and convey flows thru the project will require low flow channels in this infrastructure (040.023).
5. When the CC&R's are developed for the Homeowners Association please include the following language to this document." There exist several sewage treatment ponds to the north of West Meadows Estates that hold water into late spring providing habitat for mosquito and midges that can affect the residents of this community. Until such time these ponds are filled to grade this will continue to provide habitat for these insects."

If there are any questions concerning the aforementioned as it relates to environmental health, please call me at 785-4599.

Sincerely,

J. L. Shaffer  
Coordinator/Planner  
Vector-Borne Diseases Program  
Environmental Health Division

Cc:Jeppson





**REGIONAL TRANSPORTATION COMMISSION**  
Public Transportation · Streets and Highways · Planning

January 21, 2014

FR: Chrono/PL 181-14

Mr. Nathan Gilbert, Associate Planner  
Community Development Department  
City of Reno  
P.O. Box 1900  
Reno, NV 89505

**RE: LDC14-00023 (WEST MEADOWS ESTATES)**

Dear Nathan,

The applicant is requesting a Master Plan and zoning map amendment on +/-200 acres located at the intersection of Summerset Drive and US Highway 40.

The Regional Transportation Plan (RTP) identifies US Highway 40 (Verdi) as an arterial with moderate access control. To maintain arterial capacity, the following RTP access management standards need to be adhered to:

**Table E-2 Access Management Standards**

Access Management Standards-Arterials <sup>1</sup> and Collectors							
Access Management Class	Posted Speeds	Signals Per Mile and Spacing <sup>2</sup>	Median Type	Left From Major Street? (Spacing from signal)	Left From Minor Street or Driveway?	Right Decel Lanes at Driveways?	Driveway Spacing <sup>3</sup>
Moderate Access Control	40-45 mph	3 or less Minimum spacing 1590 feet	Raised or painted w/turn pockets	Yes 500 ft. minimum	No, on 6- or 8-lane roadways w/o signal	Yes <sup>4</sup>	200 ft./300 ft.

On-street parking shall not be allowed on any new arterials. Elimination of existing on-street parking shall be considered a priority for major and minor arterials operating at or below the policy level of service.

<sup>2</sup> Minimum signal spacing is for planning purposes only; additional analysis must be made of proposed new signals in the context of existing conditions, planned signalized intersections, and other relevant factors impacting corridor level of service.

<sup>3</sup> Minimum spacing from signalized intersection/spacing from other driveways.

<sup>4</sup> If there are more than 30 inbound, right-turn movements during the peak-hour.

<sup>5</sup> If there are more than 60 inbound, right-turn movements during the peak-hour.

<sup>6</sup> Minimum spacing on collectors.

The policy Level of Service (LOS) standard for US Highway 40 is D. Policy LOS for intersections shall be designed to provide a level of service consistent with maintaining the policy level of service of the intersecting corridor. This project should be required to meet all the conditions necessary to complete road improvements to maintain policy LOS standards.

A site plan identifying potential access was not included with the project application. All access spacing should be based on the parcel prior to dividing and may require cross access easements to maintain RTP access standards.

LDC14-00023 (West Meadows Estates)

Page 2

The RTP, the RTC Bicycle/Pedestrian Master Plan, the Regional ADA Transition Plan, and the FHWA Pedestrian Safety Action Plan, all indicate that new development and re-development will be encouraged to construct pedestrian and bicycle facilities, internal and/or adjacent to the development, within the regional road system. Also, these plans recommend that the applicant be required to design and construct any sidewalks along the frontage of the property in conformance with the stated ADA specifications.

Thank you for the opportunity to comment on this project. Specific questions regarding RTC comments or the need to meet with the applicants should be directed to Patrice Echola, Planner, at 335.1904.

Sincerely,

A handwritten signature in black ink, appearing to read 'Patrice Echola', written over a horizontal line.

Patrice Echola  
Planner

PE/jm

Copies : Fred Turnier, City of Reno Community Development  
Bill Gall, City of Reno Engineering  
Marchon Miller, Regional Transportation Commission  
Christina Leach, Regional Transportation Commission

WEST MEADOWS ESTATES

# Sign In Sheet

West Meadows Estates  
Community Meeting - November 20, 2013 at 5:30 pm  
Verdi Elementary School

Name	Address	Phone or email
Linda Frewer	Verdi NV 89113	139
Freston Sals	Verdi CAB	prichipw@chur.net
Kirk Bryton	Highway 40	691-5200
Ken & Del Bono	170 SAGE CREST	345-5323
Ed Zuehl	140 FALCON	345-0880
Ken Luthan	195 SHADYCREST	722-9946
Jeremy Baugman	1351 Shadycrest	775-247-4628
Heather Lindauer	1730 Stoning	775-345-2466
CARLY BORCHARD	carly@ticonv.com	775/813-0420
Stephanie McAfee	1975 Stoneridge	775/71-4369
WICHNER GLEN	150 KUKU KA RA	303-2911
JERRY PONCIA	555 RIVERDALE CIR	345-1175
PIERRE BAYARD-DE-VOLE	845 PINEWOOD DR, VERDI, NV	345-0254
Sally Brinkemoff	135 Shadycrest drive	sally@frontandbridge.com
P. TANGY MAXWELL	1905 SAGE CREST VERDI Box 3278 Truckee, CA 96160	apptangy@perbell.net
Don Jackson	PO Box 54 Verdi NV	
Bonnie Weber		bweber@washoe-county.us
Sue Shimmom	P.O. 135 Verdi NV	
Ashley Baumann	PO Box 125 Verdi NV	Kateys2002@hotmail.com
MATT REAM	PO Box 1186 VERDI NV	mream@goblue.com
Carl Sievert	1509 Highland Ave Ct.	c.sievert@unlv.edu
Chris McGuff	P.O. Box 723	Verdi NV 89439
Justin Tallor	P.O. Box 324	
FRANCES WALLIGORA	PO BOX 508	345-1518
Amy Brown	PO box 118 Verdi	amy.cbrown@yahoo.com
Penny Beck	PO Box 1156 Verdi	775 345 0201
John Wolfe	1950 Hwy 40, Verdi	775 865 9250
SANDY MONSIEUX	WASHOE COUNTY PLANNING	775 328 3608
Norman A. Odgers	P.O. Box 508 Verdi	775-771-7269







February 27, 2014

**Re: Neighborhood Meeting for proposed West Meadows PUD in Verdi**

Dear Verdi resident:

I am inviting you our 2<sup>nd</sup> neighborhood meeting on Wednesday March 12, 2014 at 6 pm at the Verdi Elementary School. This is a follow up to the meeting we had in November. We will meet in the cafeteria to discuss some project changes/updates. I am working with Rob Fitzgerald of West Meadows Investments, LLC who is the owner/developer of a ±199 acre site located on Old Highway 40, across the street from the River Oak neighborhood.

The purpose of the meeting is to get your input on our project plan. We have a request for a Master Plan change to allow residential and some commercial and a Zone change to PUD with a zoning handbook at the City of Reno. This would eventually allow for single family homes and 10 acres of commercial uses. We tentatively plan to be on the April 2 agenda of the Reno Planning Commission at 6 pm in Reno City Hall. Please check the Reno website a few days before to confirm that date if you wish to attend as these public hearing dates can change on short notice.

Attached is a location map of the site. The summary of the acreage is 98 acres of residential, 10 acres of commercial and 91 acres of Open Space. Please review the map and call me at 857-7710 or email me at [johnk@klsdesigngroup.com](mailto:johnk@klsdesigngroup.com) or you can send me a letter. I would appreciate hearing concerns you may have and how we can address them. We look forward to seeing you at the meeting.

Thank you,

John F. Krmpotic, AICP  
President of KLS Planning & Design  
Planning Consultant

# Sign In Sheet

West Meadows PUD  
Community Meeting - March 12, 2013 at 5:30 pm  
Verdi Elementary School

Name	Address	Phone or email
ADRIAN FREUND	RENO, NV	frendassociates@gmail.com
Jerran Anderson	P.O. Box 151 Verdi, NV <sup>89739</sup>	
Jeanie Duffield	PO BOX 363 Verdi NV 89739	jeanie@baywindbelmont.com
HARLEY ANDERSON	PO Box 695 Verdi NV <sup>89739</sup>	345-2405
Cletha Arroyo	2555 Hwy 40 Verdi	Clethaaroy@yahoo.com
DURAN Graham	PO Box 702 Verdi	sngraham1@live.com
SUSAN OLMO	PO Box 1355 VERDI	sloesnoccharke.net
RICH LOVERVE	KULOVERVE@TOLC.COM.NV	(S)Zz
TIM HOLT (UMWA)	PO Bx 459 U.S.A. 89434	TSawco & Assoc.
Wanda Coffey	Tim's Lumber by Truckee	parsyahoe@gmail.com
Mike Garcia	PO Box 5441 Verdi, NV 89739	775-345-0266
Ed Zweigle	140 Fairbrook Verdi NV 89739	TX 345 0380
KEN DEL BONO	170 SAGECREST DR 89439	775-345-5323
MATT REAM	PO Box 1186 89439	mream@goblueteam.com
BRYNCE WOLF	PO Box 432 89439	
Vallee	PO Box x 191 89439	775-412-7767
KATIE LYNN DAGEN	PO BOX 964, VERDINO 89439	775-WI2-2297 KLYNNDC@HOTMAIL.COM
Carol Swift	PO Box 1032, Verdi, NV 89439	775-354-4030
Peter W. Huebsner	PO Box 349, Sparks, NV 89425	530-862-1007
GARRRET LEAKEY	9190 OLYMPIC BLVD., DENVER CO 80231	gbleakey@aol.com
CATHLEEN EVANS	PO Box 132, Verdi, NV 89739	catalindevans@hotmail.com
Barbara DiGeroni	1 E 1st St Reno	diciannonbe@reno.gov
Nathan Gilbert	1 East 1st St. Reno, NV (City Hall)	gilbertna@re.no.gov
BOB DUFFIELD	PO Box 363, Verdi NV	redufffield@yahoo.com Add me to my e-mail LIST





## Opposition to West Meadows Estate

Gideon P Caplovitz <gcaplovitz@unr.edu>  
 To: "gilbertn@reno.gov" <gilbertn@reno.gov>  
 Cc: "jardonn@reno.gov" <jardonn@reno.gov>

Fri, Nov 22, 2013 at 2:45 PM

Hello Mr. Gilbert, members of the Planning Commission and Council Member Jardon,

As a resident of Verdi, I am writing to express my opposition to the proposed Master Plan Amendment and Zone Change to accommodate the development of West Meadows Estate located on Old Highway 40 in Verdi.

My opposition to the proposal revolves around a number of concerns:

Firstly, the proposed Master Plan Amendment reduces the amount of Open Space from 79 to 77 acres. Moreover, the proposal not only reduces the amount of open space, but it fundamentally alters the character of the space that would remain. Review of the Proposed Master Plan reveals three new 'islands' of mixed residential. It is naïve to consider that these 'islands' and the services that would be needed to develop them would not significantly impact the nature and quality of the open space in which they are located. There are many reasons that extensive sections of land are reserved for Parks/Recreation/Open Space in the Master Plan.

Why is this important and why am I opposed to this change?

These spaces preserve and provide access to the unique natural resources of our area, creating the culture that serves as the backbone of our society. As a very basic example of what I am referring to: the proposed amendment to the master plan would fundamentally alter how an exquisite stretch of the Truckee River would be experienced. This stretch of river has been a premier location for fishing, serving as a recreational spot for the children and adults of the greater Reno area since before the city was even founded. The importance of this stretch of river for recreational use and the unique nature of the Verdi area to support river fishing is evident in the development of the Crystal Peak Fishing Pond, developed to serve those members of the community physically unable to access the river (the smallest of children, handicapped and elderly). In short: once it is gone, it is virtually impossible to retrieve open space. Any proposed reduction should be very seriously considered as the future value of open space in terms of flora, fauna, environment, esthetics and culture is virtually impossible to evaluate.

Secondly, the proposal seeks to change 13.1 acres of Single Family Residential to Urban Residential/Commercial. The Single Family Residential designation in the Existing Master Plan, preserves an uninterrupted non-commercial/non-industrial section of land use stretching along the northern side of Rt 40 from the I80 offramp to the Truckee River. When added to the existing designations of commercial use located along the southern side of Rt 40 to the east and west of West Meadows Estate as well as the industrial use of the land to west of the Truckee River on the northern side of Rt 40, the proposed commercial designation would fundamentally fragment the residential nature of this stretch of Rt40.

Why is this important and why am I opposed to this change?

Commercial development significantly alters the civil makeup of a community. Verdi already has designated commercial zones that were designed within the context of the Master Plan to integrate with the fundamentally rural and residential nature of the community. As with the open space, once commercial land is developed, there is no going back and as can be observed from the fallout of the financial crisis, not only can commercial development alter the nature of a community, it can BLIGHT it.

In summary of my opposition to the proposed changes to the Master Plan:

The proposed changes to the Master Plan, opens the door to changes in zoning policy and subsequent development that could potentially alter the fundamental makeup of the Verdi community in a negative way.

In addition to my opposition to the proposed changes in the Master Plan, I am fundamentally opposed to the

proposed zoning changes in the application as well.

Firstly, I am opposed to the re-zoning of minimum residential single family lot sizes of 15000sqft (SF-15) and 1Acre lot sizes (LLR-1) to smaller 6000sqft (SF-6) lot sizes. One of the stated purpose of LLR-1 designation is to preclude premature development of rural land on the fringes of the urban area and protect environmental resources. In stating this the Master Plan explicitly acknowledged the importance of preserving the special character of the Verdi Community. The proposed decrease in minimum lot size can serve one and only one purpose: to significantly decrease the size of individual lot developments, and increase the density of the proposed housing development.

Why is this a problem and why am I opposed to it?

Reduced lot size and increased density have many fundamental consequences. As simple examples I provide the following:

- A) increased population
- B) increased traffic demands
- C) increased demands on limited resources
- D) increased environmental impact
- E) decreased diversity in architecture

-As documented in the Master Plan, Verdi has a specialized community 'character'. This is highlighted by houses on different lot sizes ranging from small to large, different heights, etc... increased density and reduced lot sizes fundamentally threaten the character of the community. As a very small example, compare the development to the North-West of the Rt40-Bridge Street intersection with the small-lot riverfront community located on the south side of Rt 40 across from the proposed site. Further development of the North Side of Rt 40 into small uniform SF-6 lots would potentially DESTROY the special character of the Verdi community. The Master plan acknowledges this potential threat by suggesting SF-6 development is most suitable when adjacent to SF-9 or SF-4 zones, neither of which are in near proximity.

Second, I am fundamentally opposed to the re-zoning for what is currently SF-15 residential land to Arterial Commercial.

As stated in the Master Plan: The purpose of AC land is "to provide for commercial and service enterprises that generate large volumes of automobile traffic". The consequence of such a designation on a residential section of a community like Verdi is self evident. Although the applicant states the purpose of the commercial zoning would be to serve the Verdi area at large. Such a discrepancy between the stated purpose of the zoning designation and the stated purpose in the application is GLARING. Why for example, is the request not for Community Commercial the stated purpose of which is much more in line with the application's.

Why is this important and why am I opposed to it?

As stated above, what is once done is nearly impossible to undo. As such, re-zoning from SF-15 to AC can have cataclysmic consequences for the community of Verdi. Rather than a small handful of varied single family homes on relatively large lots, the land could potentially be developed to include a whole host of large scale commercial resources designed to cater to the Major Through Traffic of I80. The stated goal of 'some commercial to serve the greater Verdi community' is both insulting and disingenuous. The master plan was specifically designed to create zones in the context of how they interact with each other with respect to myriad factors such as lighting and preserving 'dark skies' in residential communities. Think about the catastrophic violation to the Master plan, the potential development such re-zoning would enable.

In conclusion:

I am writing to forcefully oppose the proposed changes to both the master plan and zoning regulations as they pertain to the West Meadows Estates. The existing regulations documented in the Master Plan and Zoning are there for a reason. The plan offer plenty of opportunity to develop the land, keeping within the context of the rural and unique nature of the Verdi Community. This can be easily observed by examining the other residential developments throughout the town of Verdi that are highlighted by relatively large and varied lot single family lot sizes, explicitly separated from community oriented commercial zones. If enacted, the proposed changes would be unprecedented, with long lasting and potentially catastrophic consequences for the community. I encourage you all to think very carefully about this proposal in the context of the value rural communities like Verdi have for the greater Reno area. Think about the lessons we have learned from the financial crisis. Consider taking a drive out to Verdi, come see for yourselves what I am taking about. I sincerely hope, as stewards of our community,

4/23/2014

City of Reno Mail - Opposition to West Meadows Estate

you will join me in opposing these changes and not-recommend them for approval.

Thank you very much for your service.

Sincerely,

Gideon Caplovitz





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## Verdi - West Meadow Development

---

Sally Brinkerhoff <sally@frontandbridge.com>  
To: Nathan Gilbert <gilbertn@reno.gov>

Tue, Dec 3, 2013 at 4:17 PM

Hi Nathan,

Thanks again for calling me back yesterday. I appreciate you walking through the zone-change process.

As discussed, West Meadow Investments is currently illegally blocking the public road that crosses their property. On some maps it is called county road 109, but the gentleman we spoke to at the County hadn't heard it referenced as such. The road was added to the Washoe County Presumed Public roads map in 1998. All roads listed on that map are legal public access roads that cannot be blocked or restricted. The reason this road was added to the presumed public roads map is because it connects to the forest service road 419 and to the top of Peavine.

This link shows the road on the map that is being blocked (Quadrant: T 19 N, R 18 E; Box: 9). We have spoken to Mike Gump, a Washoe County Surveyor who is in the process of drafting a letter to Mr. Fitzgerald/West Meadows Investments asking them to move the boulders blocking the road. He has lots of maps and documentation of this road and he can be reached at 775.325.8033

I just want to make sure that it is documented that there is public road there and it can't be blocked if a development goes it. Can you put this in your staff report?

Thanks again,  
Sally

Sally Brinkerhoff

Front & Bridge, LLC  
PO Box 832  
Verdi, NV 89439  
775.636.0637  
sally@frontandbridge.com  
www.frontandbridge.com



## Verdi Meeting 3/12/14

Katie <ktlynno@hotmail.com>

Thu, Mar 13, 2014 at 4:03 PM

To: "smonsalve@washoecounty.us" <smonsalve@washoecounty.us>, "johnk@klsdesigngroup.com" <johnk@klsdesigngroup.com>, "gilbertn@reno.gov" <gilbertn@reno.gov>

Good afternoon,

I apologize to send this to all you, but these are the only names I was able to retrieve from last night's meeting at Verdi Elementary and I am not quite sure who would be best to approach first. Therefore, I am submitting this email to you three!

As a member of the Verdi community, I have a few questions and comments after last evening's meeting. If someone or all respond via email, I'd very much appreciate it.

First, is the property currently owned by Mr. Fitzgerald and soon to be developed subject to federal law flood zone regulations or for that matter any flood zone regulations? If so, what area are subject to flood zone regulation?

Second, is there any projection of how this project will affect the value of the properties in River Oak (whether it will be negative/positive/or neither)? If you do not have an answer to this question may I please ask, who would be best to contact? I know projections are not fact but this project will impact the current Verdi community regardless and I want to be prepared as much as possible and make good judgments regarding the future of my property.

I wish I could express to you the value and meaning I hold living in Verdi, the Verdi as it is now, but I know such an expression is meaningless. Being a new home owner in this community, it is with a heavy heart that I even have to contemplate my future in Verdi. Not everyone shares the "progressive" vision of Mr. Fitzgerald or West Meadows Investments, LLC or Mr. Kmpotic, and it is unfortunate that such a vision must be forced on a community where we value a more "non-progressive" vision or, for that matter, what may be considered a "complacent vision." I would almost guarantee the current community members of Verdi live in Verdi, by choice, to get away from the whole progressive vision we see evolve around us everyday in the city. Be that as it may be, I know our current community has very little to do with the fruition of Mr. Fitzgerald vision.

Please note, I never received notice of the first two meetings, and yes I understand such "neighborhood" meetings are not required, but it was a shock to me to receive the February 27, 2014 letter. Please note, everyone in the Verdi community has a P.O. Box, and after speaking with some of the community members, it is my understanding that many of the letters were sent to our physical addresses. Nevertheless, I have updated my contact information with you all yesterday during the meeting.

Thank you for your time,

Katie Lynn Ogden

Please respond via email only.

Monsalve, Sandra <SMonsalve@washoecounty.us>

Thu, Mar 13, 2014 at 4:33 PM

To: Katie <ktlynno@hotmail.com>

3/31/2014

City of Reno Mail - Verdi Meeting 3/12/14

Cc: "Weber, Bonnie" <BWeber@washoecounty.us>, John Kmpotic <johnk@klsdesigngroup.com>, Nathan Gilbert <gilbertn@reno.gov>, "Whitney, Bill" <BWhitney@washoecounty.us>

Thank you Katie, I have forwarded your email to Commissioner Weber and the applicant's representative, John Kmpotic. And yes, Rob Fitzgerald is the property owner. I am also forwarding your email to Nathan Gilbert, the City of Reno staff member who will be processing the application and bringing it before the Reno Planning Commission and City Council.

Please let me know if there are further questions, thank you,

Sandy

Sandra L. Monsalve, AICP, Senior Planner

Washoe County, Community Services

Planning & Zoning Division

775.328.3608

775.328.6133 fax

smonsalve@washoecounty.us

**From:** Katie [mailto:ktlynno@hotmail.com]  
**Sent:** Thursday, March 13, 2014 4:04 PM  
**To:** Monsalve, Sandra; johnk@klsdesigngroup.com; gilbertn@reno.gov  
**Subject:** Verdi Meeting 3/12/14

[Quoted text hidden]

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Nathan Gilbert <gilbertn@reno.gov>  
To: ktlynno@hotmail.com  
Cc: John Kmpotic <johnk@klsdesigngroup.com>

Fri, Mar 14, 2014 at 9:59 AM

Hi Katie,

Thank you for your email. There are portions of the site that are in designated flood zones in three of the major



drainageways (two on the eastern portion of the site and up Bull Creek on the western side) and immediately along the Truckee River. These areas are proposed to be designated as open space within the PUD. There are many regulations on building in these areas, but the open space designation would limit development to passive uses. Any disturbance (e.g. road crossings) would have special review processes, regulations, and generally discretionary consideration by the Planning Commission.

Property valuation is not my area of expertise and an analysis was not provided in the application, nor is it a direct finding that must be made by the Planning Commission and City Council. Accordingly, this will not be an analysis in my formal review. You may wish to speak to staff at the Washoe County Assessor's office to get a general idea. The number for their "Real Property Appraisal Office" is (775) 328-2233 and their general administration line is (775) 328-2200.

Public noticing is done through the Washoe County Assessor's database of property owners. We do a computer analysis of the affected properties and apply a 750 foot buffer of affected properties. Notices are sent to the address on record, which would be the same address that your County tax bill is sent to. We will also be posting the site with two large yellow signs that will be clearly visible from Highway 40.

Please feel free to contact me with any further questions or concerns. I will include your email in the Planning Commission staff report.

—  
Nathan Gilbert, AICP  
Associate Planner  
City of Reno  
(775) 334-2698  
[Quoted text hidden]

---

Katie <ktlynno@hotmail.com>  
To: Nathan Gilbert <gilbertn@reno.gov>  
Cc: John Krmpotic <johnk@klsdesigngroup.com>

Fri, Mar 14, 2014 at 11:42 AM

Mr. Gilbert,

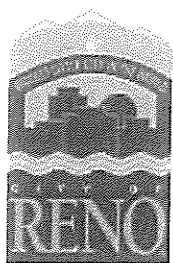
Thank you for your time and quick response to my email. Your responses have sufficiently addressed my questions.

Best regards,

Katie

---

Date: Fri, 14 Mar 2014 09:59:55 -0700  
Subject: Re: Verdi Meeting 3/12/14  
From: gilbertn@reno.gov  
To: ktlynno@hotmail.com  
CC: johnk@klsdesigngroup.com  
[Quoted text hidden]  
Reno.gov/engage



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John Krmpotic <johnk@klsdesigngroup.com>

Fri, Mar 14, 2014 at 2:26 PM

To: Katie <ktlynno@hotmail.com>, "smonsolve@washoecounty.us" <smonsolve@washoecounty.us>, "gilbertn@reno.gov" <gilbertn@reno.gov>

Katie, I see you said Mr. Gilbert adequately addressed your questions. Let me know if you expect my perspective. If not, I will leave it be.

Thanks for letting us know about the noticing issue.

John

**From:** Katie [mailto:ktlynno@hotmail.com]

**Sent:** Thursday, March 13, 2014 4:04 PM

**To:** smonsolve@washoecounty.us; John Krmpotic; gilbertn@reno.gov

**Subject:** Verdi Meeting 3/12/14

Good afternoon,

[Quoted text hidden]

Katie <ktlynno@hotmail.com>

Fri, Mar 14, 2014 at 3:22 PM

To: John Krmpotic <johnk@klsdesigngroup.com>, "smonsolve@washoecounty.us" <smonsolve@washoecounty.us>, "gilbertn@reno.gov" <gilbertn@reno.gov>

Mr. Krmpotic,

Thank you for your response. No need for any further response as I know my inquiry to how the anticipated development across from River Oak will affect the River Oak properties is premature and Mr. Gilbert did satisfy my inquiry regarding the flood zones. I am sure the referral to the assessor's office will be a starting point when the time comes.

3/31/2014

City of Reno Mail - Verdi Meeting 3/12/14

Best Regards,  
Katie

---

From: johnk@klsdesigngroup.com  
To: ktlynno@hotmail.com; smonsalve@washoecounty.us; gilbertn@reno.gov  
Subject: RE: Verdi Meeting 3/12/14  
Date: Fri, 14 Mar 2014 21:26:59 +0000  
[Quoted text hidden]

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**Weber, Bonnie** <BWeber@washoecounty.us> Fri, Mar 14, 2014 at 7:31 PM  
To: "Monsalve, Sandra" <SMonsalve@washoecounty.us>, Katie <ktlynno@hotmail.com>  
Cc: John Krmpotic <johnk@klsdesigngroup.com>, Nathan Gilbert <gilbertn@reno.gov>, "Whitney, Bill" <BWhitney@washoecounty.us>

Katie,

Thank you for taking the time to write and in sharing your concerns. I want you to know that I hear your concerns from many people in many different areas of our community. Purchasing a home is one of the largest investments we have in our life and we buy our home in a place that we presume will never change. It truly is a misnomer. I think you will find that wherever you end up moving, things do change. Sometimes the changes are easier to take.

I understand your concerns and they do have value. By value, I mean that the developer hears your concerns and then tries to address those with you not in an adversarial way but hopefully in way that he shows he is listening. I do hope and know that Mr. Fitzgerald is extremely passionate about his project and I believe he is listening. I know that Mr. Krmpotic who is receiving this email as well will work with you to help you understand any and all issues related to this project

Sincerely,

*Bonnie Weber*

*Vice Chairman*

*Washoe County Commission*

*District 5*

*775.328-2006 Office*





**From:** Monsalve, Sandra  
**Sent:** Thursday, March 13, 2014 4:33 PM  
**To:** 'Katie'  
**Cc:** Weber, Bonnie; 'John Krmpotic'; 'Nathan Gilbert'; Whitney, Bill  
**Subject:** RE: Verdi Meeting 3/12/14

Thank you Katie, I have forwarded your email to Commissioner Weber and the applicant's representative, John Krmpotic. And yes, Rob Fitzgerald is the property owner. I am also forwarding your email to Nathan Gilbert, the City of Reno staff member who will be processing the application and bringing it before the Reno Planning Commission and City Council.

[Quoted text hidden]

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Katie <ktlynno@hotmail.com> Mon, Mar 17, 2014 at 11:12 AM  
To: "Weber, Bonnie" <bweber@washoecounty.us>, "Monsalve, Sandra" <smonsalve@washoecounty.us>  
Cc: John Krmpotic <johnk@klsdesigngroup.com>, Nathan Gilbert <gilbertn@reno.gov>, "Whitney, Bill" <bwhitney@washoecounty.us>

Good Morning Ms. Weber,

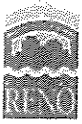
Thank you for taking the time to read and respond to my email.

Best regards,

Katie

---

**From:** BWeber@washoecounty.us  
**To:** SMonsalve@washoecounty.us; ktlynno@hotmail.com  
**CC:** johnk@klsdesigngroup.com; gilbertn@reno.gov; BWhitney@washoecounty.us  
**Subject:** RE: Verdi Meeting 3/12/14  
**Date:** Sat, 15 Mar 2014 02:31:20 +0000  
[Quoted text hidden]



---

(no subject)

---

desono@yahoo.com <desono@yahoo.com>

Wed, Apr 23, 2014 at 2:39 PM

Reply-To: desono@yahoo.com

To: "gilbertn@reno.gov" <gilbertn@reno.gov>

Regarding the upcoming meeting May 7 of the planning commission I would like to express some of my concerns of putting 500 homes on the 199 acres in Verdi.

The main problem as I see it is there is now no way to go west on I80 without going through the town and the school crosswalk. I would support the change if exit 4 off of 80 was improved to go both directions. This would help considerably in mitigating traffic through Verdi. I know this would be costly, but I feel necessary for safety in Verdi. 1000+ more cars and 6500 day trips (as noted on the posting) increase would adversely impact Verdi and endanger children and residents.

Water would also be a huge concern.

Thank You

Douglas Ellison

155 Sagecrest Drive

Verdi NV 89439



---

(no subject)

---

Nathan Gilbert <gilbertn@reno.gov>  
To: desono@yahoo.com

Sun, Apr 27, 2014 at 5:22 PM

Mr. Ellison,

I have forwarded your email to the Planning Commission. I have also included the draft Planned Unit Development Handbook for your review, which includes a traffic study. The 20 year traffic projections for the project show a Level of Service (LOS) C on the highway in 2033 and the majority of traffic heading east from the project site. The adopted required LOS is D. It falls within the required LOS per the RTC program. Additionally, the project is proposed to be served by TMWA and sufficient municipal water service is required prior to subdivision of land or applicable building permits.

[Quoted text hidden]

—

Nathan Gilbert, AICP  
Associate Planner  
City of Reno



Combined WME PUD\_reduced.pdf  
10683K





## West Meadows Estates

Mike McGonagle <mike@macassociates.com>

Mon, Apr 28, 2014 at 8:44 AM

To: gilbertn@reno.gov

Cc: Claudia Hanson <hansonc@reno.gov>

Nathan,

I have received a copy of the latest submission for West Meadows Estates. I have to commend you – Reno Planning has really forced the applicant to step up his game from the initial PUD application, and the current document is much more comprehensive. Nothing is perfect, so I have the following comments that I hope you can review before the Staff Report is published.

- Minimum Lot Width – Reno's standard is 40' in SF4 zoned areas. The applicant is proposing a 35' minimum lot width (page 17). I am hoping that this is a typo that has not been corrected from the original submission.
- Minimum Lot Width / Lot Size – My reading of the current application (page 17 again) is that lot standards will need to match the closest Reno Lot Standards. Front, side and rear setbacks do not change between SF4 and SF6, but the minimum lot width does. My reading is that if a lot is 5001 SF, the 60' minimum lot width required for SF6 will be required.
- Parking – At 1 space per bedroom and assuming 3 bedroom units on 4000 SF lots at 40' wide, tandem garages are going to be required. If planned correctly at this lot width, only 1 street parking space will be available for every 2 units. I would strongly recommend that the required front yard setback be increased from 10' to 20' to allow for tandem parking on the driveway area as allowed by 18.12.1101(b)(1) and 18.12.1108(a). Take a look at the Grand Summit subdivision of Robb to see how the parking requirements play out in real life.
- Trails – About 75% of the trail system is under (or will be under) high voltage electrical transmission lines. I don't see that as a meaningful nature experience.
- Trail Connectivity – Is it possible to request/compel the applicant to at least explore extending the trail system to Verdi Elementary School and the Verdi Library over the TMWA and/or NVE properties? This would actually have some utility for the residents.
- Barn – Is the existing Mortensen barn in any way an Historical Resource?

The 500# gorilla in room is obviously project density. The existing Canyon Ranch (expired) approval is for about 160 units over 160 acres. West Meadows Estates wants to triple that. This site is on the Wildland Urban Interface, 5 miles from any substantial commercial services, no possibility of public transit options, any is yet being proposed as the densest possible single family zoning under Reno Code. The project as proposed is almost a "spite wall" at the edge of the Reno SOI. The proposed density is wildly inconsistent with the Mortensen project, and I fear it will set a precedent for increased density on that project.

The Slope Map and JBR Exhibit 2 both show SF6 zoning for the residential elements of the project. I assume

this is where the applicant is hoping to end up, and that the SF4 request was only an opening bargaining position.

What do I think would be appropriate density for a project at this location? SF6 along 3<sup>rd</sup> Street aka Old US 40, bleeding into SF9 and/or SF12 as the project moves up into the WUI. It is totally inappropriate that River Oaks exists, but we have to deal with it as context. A general SF6 zoning would limit development to about 325 units, double the current Canyon Ranch roof count. I could live with that at this stage of the project.

Sorry my comments are so late in the game - I did not have access to the revised draft PUD Application. Please feel free to contact me if you would like additional comments or input. And again, great job shepherding this application to create a better project.

Mike

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## Verdi housing

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Michal Zavodivker <mymicz1@yahoo.com>  
To: "gilbertn@reno.gov" <gilbertn@reno.gov>

Mon, Apr 28, 2014 at 9:06 PM

Dear Mr. Gilbert,

I write to you with great concern for the little slice of heaven we call Verdi. Recently a zoning application was submitted to build nearly 500 homes and some commercial space in Verdi. While Verdi could potentially benefit from small scale development, this type of project would be outrageously out of place here.

First off there is not enough water. To deplete the Truckee river and our precious aquifers upon whom all of our wells depend is not acceptable. Furthermore, we share Verdi and her wells with California and this will create an interstate conflict. And perhaps most significantly the Truckee river flows to our Paiute Neighbors at Pyramid who are constantly saying their water is being cut and their fish are endangered. I ask you, after having visited the water authority, how a project like this could even be considered?

Secondly, there are dozens of sites that are closer to the city and more sustainable for this type of project. Reno does not need more sprawl for which it doesn't even have public transportation. There aren't jobs a it is for the local community. Short term construction boosts will not benefit as much as they will cause traffic and pollution. In addition to this, Verdi is home to some of the greatest treasures of wildlife and scenery in Nevada. It borders the most visited natural tourist locations of California. Our economy depends on the tourism that comes from this. The blight of dense housing here would ruin all that we have created and preserved. We already have an inordinate amount of deer kills on our roads. Deer that everyone in Verdi counts as family. Deer we watch grow up from Bambi size. Our Bears are stressed. This drought is killing us. And putting 500 homes on land with only enough water for twenty is ridiculous.

Please do not be lured by some foreign investor who will allow a foreclosure on this project come the next crash only to rob our government for another bailout.

This is an unsustainable cycle and we residents of Verdi beg you to be our line of defense. We demand sustainable projects. We demand respect for our beautiful town. We demand that you consider the people down river from us. And we urge you to bring re-development to blighted areas rather than sprawl.

Warm Regards,  
Mickey Skinner

Sent from my iPhone